

# PATCHOGUE

VILLAGE PLANNING STUDY

1979

VILLAGE OF PATCHOGUE .

PLANNING STUDY

February 1979

Prepared by Suffolk County Planning Commission  
and  
Suffolk County Department of Transportation .

COMMISSION

Seth A. Hubbard  
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## Suffolk County Department of Planning

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Veterans Memorial Highway Hauppauge, L. I., N. Y.

724-2500

February 28, 1979

Honorable James Reese, Mayor  
Village of Patchogue  
14 Baker Street  
Patchogue, N. Y. 11772

Dear Mayor Reese:

This department is pleased to transmit the enclosed Planning Study which is a result of the combined efforts of this department and the Suffolk County Department of Transportation.

The illustrative material that is part of this project is not in reproducible form and, therefore, the set of 22 maps will be given to the Village for use in public presentations and for the work conducted by the Village Planning Board.

Very truly yours,

Lee E. Koppelman  
Director of Planning

LEK/AHK/pd  
Enc.

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## INTRODUCTION

This Planning Study is the result of a request made by the administration and the Planning Board of the Village of Patchogue to update the planning work that was originally done for the Village in 1959. The Village realized that many of the earlier recommendations were no longer valid since major land use changes are anticipated, such as the location of the headquarters and terminal of the Fire Island National Seashore on the Patchogue River. This location changes the entire concept of the use of the River from one that was oriented towards industrial use into uses that will allow greater public access.

After a series of hearings during the summer of 1978, during which the Village requested public input into the planning issues that should be addressed, the Village submitted a final set of items on September 19, 1978 that were to be included in the study.

The list of topics to be covered include the studies of land use, housing, recreation, transportation and parking. The issue of central business district revitalization, along with an analysis of the waterways, shore-front and drainage and sewage systems, were also included. There was also a request to study the intergovernmental relations that affect the Village and the federal financing that might be available in the future to implement planning goals.

The Long Island Regional Planning Board is finalizing a Coastal Zone Management Plan for the Region. This plan has designated the land adjacent to the Patchogue River as one of a group of 37 geographical areas of particular concern within the coastal zone. This means that there will be state and federal recognition of the River as an important location for recreational

and tourist related facilities along with service areas for boating and fishing activities throughout the entire Great South Bay area.

The planning study will take into account this designation and the recommendations to the Village will be made in such a manner that the Village's planning goals will include the best use of this valuable resource area.

#### HISTORICAL BACKGROUND

The settlement pattern of the Village of Patchogue has its beginnings in the seventeenth century. Prior to the European settlement of the area, the lands around Patchogue to Westhampton were occupied by the Pachaug Indian tribe.

In 1666, Major John Winthrop purchased land directly from the Pachaug tribe, and this purchase was confirmed in 1680 by a patent granted by Governor Andros, the royal governor of English Colony of New York. In 1752, Humphrey Avery of Boston bought for 2,599 pounds all seven necks of "greater Patchogue". To settle his debts Avery held a Sale of Estate by lottery in 1756. The Avery tract was divided into 36 lots (therefore 36 land prizes). There were 8,000 tickets sold for 30 shillings (\$3.25) each. The drawing was held in June of 1758.

Patchogue proper was drawn by three men, and therefore like Gaul, was divided into three parts. Roughly, these matched the three streams in the area of Patchogue proper. The "Mill Lot" was by Patchogue Lake and River, the "Little Patchogue" -- a Tuthill's Creek area to the west (now Blue Point), and the Swan River (east side) parcel.

Pochaug (Patchogue) Neck was drawn by Leffect of Bedford, Mass. and sold by him to Jonathan Baker of East Hampton for 350 English pounds. Present day Patchogue Village is mostly formed from this particular lot.

The use of a lottery for the first subdivision of land was a very unique beginning for a community. A sign that from its earliest settlement Patchogue would be different and quite dynamic. "Progressive" would finally be used to aptly describe its history and style.

Patchogue means "a place of many streams" which is an appropriate name for this community. Early settlers were attracted to Patchogue because its three streams offered the best water power in Suffolk County.

Patchogue was the site of the most extensive water mill development in Suffolk. Water mills were constructed on all three streams, and mills of all types were in use. In 1750, a mill was first constructed on the Patchogue River. In 1798, the first factory paper mill was built near the present site of the Old Lace Mill, but was destroyed by fire in 1850.

By the 1850's shipbuilding, specializing in the construction of large coasting schooners, was an important industry in Patchogue. This industry, it is said, more than any other (manufacturing and fishing) built up in Patchogue.

The first church was built in Patchogue as early as 1794, and many were built throughout its history. This fact is an indication of the early social development of the community.

The railroad reached Patchogue in 1868 and was the terminus of the south shore branch until 1881. The coming of the railroad connected Patchogue to city markets further spurring the area's development. Patchogue is still today a major station of the Long Island Railroad.

Patchogue is a place of "firsts". Late in the 1800's, Edward Terry established an electric light plant in Patchogue, the first in Suffolk County. This was at a time when only 269 places in the U. S. were electrically lighted. Eventually, the Patchogue Electric Light Company was formed (PELCO) with electric lines extending east to Eastport and west to Islip.

Other "firsts" in Patchogue were paved roads when, these were rare outside of major cities, and the establishment in 1902 of the South Side Traction

Company, which set up trolley lines. These trolley lines operated for many years in the early twentieth century. Trolley lines extended to Holtsville in the north and as far west as Sayville. Main Street and Ocean Avenue were the main axes of the lines providing urban transportation for local people and for tourists as well.

It has been said that there were three major reasons for Patchogue's economic development. The first was power and manufacturing. The second was fishing plus an abundance of oysters, clams and waterfowl. The third was shipbuilding. Tourism is an additional factor which contributed to area growth.

Patchogue's tradition is one of progress. It is a progressive Village that established "modern services" usually reserved for large cities. Patchogue is the place in Suffolk where most of the progressive "firsts" in education, commerce, industry, civic improvement, and transportation occurred. Over the years the Village of Patchogue provided leadership in municipal innovation and it has always been one of Suffolk's important downtown centers.

#### SUMMARY OF THE 1959 MASTER PLAN

The 1959 Master Plan for Patchogue Village was concerned with helping Patchogue maintain its economic base and its community resources. Patchogue has a long history as a major Suffolk County trading and manufacturing center. It is a Village which over the years has provided many community services for its citizens. The Plan addressed itself to continuing this trend. The problems facing Patchogue at the time of the Plan are similar to those faced today. That is: an eroding of economic base, (particularly in retail trade due to

competition from new shopping centers) and maintaining adequate housing for its residents. Part of the problem has been the accessibility to the car oriented shopper who might favor the better parking facilities of a shopping center over shopping in the Village. To counter this major problem, the Plan was heavily geared to the transportation aspects of Patchogue's development. Much stress was placed on securing adequate parking facilities and in dealing with traffic congestion in the Central Business District. Of the two problems that Patchogue had to deal with to maintain its retail trade, parking and traffic circulation, the Plan pointed out that traffic congestion along Main Street and Ocean Avenue were the most serious. Parking had been well provided for, although some improvements were recommended. The crucial problem was how to decongest the downtown area so that shoppers and other visitors, as well as residents were not discouraged from using the facilities in downtown Patchogue.

The following were the basic components of the circulation plan to provide relief to the traffic congestion. The Plan envisioned these as not being done all at once, but were listed in priority order:

1. Extend Terry Street eastward and northward to East Main Street opposite Medford Avenue.
2. Extend Terry Street westward to River Avenue.
3. Realign River Avenue to intersect West Main Street at Waverly Avenue.
4. Realign Oak Street to intersect North Ocean Avenue, at Lake Street.
5. Extend Maple Avenue to Terry Street.
6. Extend West Avenue to Lake Street.
7. Make Havens Avenue one-way northbound and Railroad Avenue one-way southbound.

8. Extend Lake Street westward across Patchogue Lake to Waverly Avenue opposite Marshall Street.
9. Widen Marshall Street mainly along its north side to a 60 foot right-of-way and extend it westward to Hillside Avenue.
10. Construct a new local street running northward from Marshall Street to Mowbray Avenue. This street would be located sufficiently east of West Lake to promote lakefront development. This improvement, linking numerous dead-end streets which intersect along a major arterial, will improve local circulation and will increase fire and police protection for the area.

Of all of these suggestions only #6 and #8 have been completed to date.

A significant feature of the Patchogue Master Plan was the placement of light and heavy industry in a corridor running along the Patchogue River and extending to Patchogue Lake. This limits the scenic possibilities of the water resources of the Village and divides the Village into two distinct parts using industry as a wall. The concept of having heavy industry adjacent to the Patchogue River north of Division Street tended to eliminate any form of pedestrian awareness of the scenic qualities of the area.

The residential recommendations of the Plan generally followed the pattern which has evolved over the years in Patchogue. That is, highest density near the center of the Village, moderate densities beyond that, and single family dwellings generally recommended at outer Village areas.

Concern over the housing in the southeastern and west end of the Village was expressed, particularly what to do with the big houses on large sites in the southeastern part. Subdivision of tracts was recommended rather than

conversion of large houses into boarding houses. A midway solution was not included; that is, to allow the large houses on South Ocean Avenue to be converted into multiple dwellings, thereby preserving the large picturesque houses by sharing the cost of maintenance.

A large part of the Village of Patchogue Plan was devoted to an analysis of its economic base, population, community facilities, etc. As a plan, it identified many of the perennial problem areas of older downtowns. It is a plan which revolved around transportation elements mainly, perhaps reflecting the concerns of that time.

Overall appearances, visual and environmental factors were not discussed at length. Open space was hardly considered and the possibilities of opening up the shore, river, and lake fronts were not considered at all. Viable suggestions of how to upgrade the entire west end without causing hardships to the people living there were barely considered. Historical preservation was not considered, again, probably reflecting the concerns of that time.

Recent development between 1959 and the present in the Village has been influenced by two exterior pressures not addressed in the plan. The first has been the strip commercial development on the eastern end of the Village. This has tended to put emphasis on the east end of the Village from Ocean Avenue. The result has been a steady deterioration of the west end of the Village. Another major outside pressure has been the large shopping centers built north of the Village on Sunrise Highway.

## SURVEYS & ANALYSIS

### Existing Land Use Patterns

The existing land uses in the Village of Patchogue consist of commercial, residential, industrial, recreational and institutional. Most of the commercial land uses are located along Montauk Highway between River Avenue and the eastern border of the Village at Bay Avenue. The most intensive commercial area is located on Main Street between Maple Avenue and Railroad Avenue. The commercial area to the west on Main Street is in need of revitalization. Additional commercial land use is located on South Ocean Avenue just north of the L.I.R.R. and bordering Waverly Avenue and Medford Avenue. Marine commercial development (boat building and maintenance) is predominantly located along the Patchogue River which is navigable up to Division Street. Industrial land use is located at the Old Lace Mill on Main Street adjacent to Patchogue Lake and along the Patchogue River. Most of the industrial use along the River consists of oil storage tanks and dredging operations. Beverage distributors comprise other industrial uses to the north. At the Patchogue River and Division Street is a large parcel of land devoted to pipe storage and a bowling alley. This is the proposed site of the Fire Island National Seashore Terminal. Also located along the Patchogue River are two apartment complexes, single family dwellings, three oil tank storage locations and a large town dock with boat slips and automobile parking.

Most of the residential buildings in the Village are constructed on 10,000 square foot lots (Residential A), and in the South Ocean Avenue area some residences are constructed on 5,000 square foot lots (Residential C). Most of the remaining vacant residential land is located on the western border of the Village both to the north and south. In addition, there are scattered vacant parcels west of Patchogue Lake and a few off Bay Avenue

on the south eastern border of the Village. Two five-story apartment houses are located on Maple and Rider Avenues. These are the only tall apartment structures in Suffolk County.

In terms of recreational land, the Town of Brookhaven has a large dock with boat slips. The Village has a large park with a band shell along Smith Street and Patchogue Bay; tennis courts and a baseball field at Rider Avenue and Pearl Street; and a small playground adjacent to West Lake.

There are untapped recreation resources along the many water bodies such as Pine Lake, West Lake, Patchogue Lake, Tuthills Creek and the Patchogue River.

#### Visual Evaluation

Patchogue is perceived as a compact area of activity with certain verticals which are cognitive symbols of reference points. The sensory cues of the outside environment are the L.I.R.R. trains moving through the southern part of the Village and the noise of traffic on Main Street, both auto and pedestrian activity which reflect the bustle of the area. Sadly lacking is water orientation from the central business district and even knowledge of the various waterways which extend into the Village. The main symbol of the complexity of development is the two level parking garage located south of Lake Street. There are few commercial concentrations in Suffolk County with the intensity to warrant a parking garage. Patchogue has an open-ended order of development in that it can expand both in the central business district by consolidation of development, or it can develop to the west and east by refurbishing buildings, or adding new construction.

The conceptions utilized in understanding the physical makeup of a central business district are path, landmark, edge, node and district; in addition, symbolic units will be discussed depicting visual assets and problems in the Village. Each of these components give insights to how the

central business district is perceived. The public images are perceived by the main pathways, Montauk Highway and South Ocean Avenue. Pathways of lesser intensity are Medford Avenue, Waverly Avenue, Lake Street and Terry Street.

Landmarks of the central business district include the Congregational Church and Parish of Patchogue on Main Street, the Methodist Church on Church Street, St. Paul's Episcopal Church on Rider Avenue, Temple Bethel on Oak Street, Swezey's on Ocean Avenue, the library on Lake Street, the apartment house on Church Street, Post Office on Main Street, the apartment houses on Rider and Maple Avenues, the old lace mill on West Main Street, the completed parking garage on Lake Street, and the Town Hall on Ocean Avenue. These landmarks are dispersed in Patchogue forming points of reference from most places. These points of reference result in a strong sense of orientation and knowledge of where one is within the business area.

The main edges of the Village are defined by the trees along the north side of the Long Island Railroad, large warehouse development along West Avenue, Patchogue Lake on the west, and the development along wide Medford Avenue just north of Main Street. These edges form the visual boundaries of the central business district.

The area of greatest intensity of use is Main Street between Maple Avenue and Railroad Avenue. The majority of the stores in this area are of a specialty type, the exception being the two major department stores. This is the source area of Patchogue and any enlargement of the central business district would have to be linked to this location.

There is very little defined open space in the shopping area of the central business district. One small sitting area exists adjacent to the parking area on South Ocean Avenue and is heavily utilized during shopping hours.

A symbolic unit map was developed to relate the existing land use data to the urban design elements in the Village. This map is utilized in evaluating the positive and negative aspects of the study area in order that the underlying directional forces of development can be understood. For the layman, one can draw the analogy of urban design to the design of a residence where space is laid out by function and orientation. The individual is guided through a sequence of spaces. In the case of a Village the individual is guided through a series of interconnecting spaces making up the central business district. The individual feels comfortable because he understands his relationship in terms of orientation and direction by known focal points or landmarks such as a church or a store. In this case the individual feels free to explore and enjoy his surroundings. The areas where a lack of understanding exists are those which have some deficiencies related to orientation. The symbolic unit map then is a useful tool in flagging areas which need improvement. This map serves as part of the inventory material used in the directional development plan and ultimately in the plan of the Village. The following situations are located on the symbolic map:

1. non-water related uses
2. commercial focal points
3. institutional focal points
4. transportation - utility focal points

5. residential focal points
6. road directional discontinuity
7. hidden waterfront
8. characterless area
9. lack of land use relation
10. lack of central focus
11. lack of access
12. intersection problem
13. characterless path
14. lack of vista

#### Demographic Profile

This section summarizes the U. S. Census data along with locally estimated and projected statistical characteristics of the Village of Patchogue.

Population Growth - Although the Village population has increased by more than fifty percent since 1950, the growth has been minimal when compared to the County, Brookhaven Town and other nearby Villages (Table 1). While the Town and County and several Villages experienced their maximum growth in the twenty-eight year period since 1950, Patchogue Village, for many years the leading commercial and industrial center in Brookhaven Town, had been growing rapidly since incorporation in 1893. Between 1920 and 1950, the population increased by almost eighty-three percent, from 4,031 to 7,361. Currently, Patchogue's population has been declining. A reduction of over four-hundred persons since 1970 has been indicated by the 1975 Brookhaven Town Special Census and the annual LILCO estimates.

TABLE 1  
POPULATION GROWTH, 1950-1978  
PATCHOGUE VILLAGE, SUFFOLK COUNTY, BROOKHAVEN TOWN AND SELECTED VILLAGES

	1950	50-60 Change #	%	1960	60-70 Change #	%	1970	1970-1978 Change #	%	1978 Estimate	1950-1978 Change #	%
Patchogue Village	7,361	1,477	20.1	8,838	2,319	26.2	11,582	-409	-3.5	11,173	3,812	51.8
Suffolk County	276,129	390,655	141.5	666,784	460,246	69.0	1,127,030	201,891	17.9	1,328,921	1,052,792	381.3
Brookhaven Town	44,522	65,378	146.8	109,900	135,360	123.2	245,260	103,781	42.3	349,041	304,519	684.0
Port Jefferson Village	NA	-	-	NA	-	-	5,515	195	3.5	5,710	NA	NA
Lake Grove Village	NA	-	-	NA	-	-	8,133	1,460	18.0	9,593	NA	NA
Bellport Village	1,449	1,012	69.8	2,461	585	23.8	3,046	-124	-4.1	2,922	1,473	101.7
Brightwaters Village	2,336	857	36.7	3,193	615	19.3	3,808	19	0.5	3,827	1,491	63.8
Northport Village	3,859	2,113	54.8	5,972	1,522	25.5	7,494	691	9.2	8,185	4,326	112.1
Babylon Village	6,015	5,047	83.9	11,062	1,835	16.6	12,897	442	3.4	13,339	7,324	121.8

Source: U.S. Census, 1950, 1960, 1970; Lilco Estimates

A comparative table in Appendix A indicates that Patchogue Village has the highest birth rate and the highest average death rate of the areas compared over the three year period for which data was available. The net natural increase was also higher than all areas except Brookhaven Town, a fact which contrasts with the loss of population in Patchogue for the same years. Higher birth rates may be attributable in part to the ethnic background of many newcomers to the Village as well as to the abundance of lower-cost apartment units which young families of child-bearing age can afford to rent. Similar areas do not offer a wide choice of units designed for two or more families as is shown in the following Table 2.

TABLE 2  
MULTI-FAMILY HOUSING  
PATCHOGUE VILLAGE, SUFFOLK COUNTY, BROOKHAVEN TOWN AND SELECTED VILLAGES  
1970

<u>Place</u>	<u>All Housing</u>	<u>Single Family</u>	<u>%</u>	<u>Multi- family</u>	<u>%</u>
Patchogue Village	4,047	2,176	53.8	1,871	46.2
Suffolk County	309,671	276,275	88.6	33,396	10.7
Brookhaven Town	71,135	65,000	91.3	6,135	8.6
Port Jefferson Village	1,772	1,222	69.0	550	31.0
Lake Grove Village	2,459	2,130	86.6	329	13.4
Bellport Village	979	919	93.9	60	6.1
Brightwaters Village	1,090	1,023	93.9	67	6.1
Northport Village	2,410	1,846	76.6	564	23.4
Babylon Village	3,939	3,149	79.9	790	20.1

Source: U. S. Census, 1970

A factor offering a partial explanation for the existence of high birth rates along with significant reductions in population is that once a

baby is born to a family occupying a small apartment, the family may seek larger accommodations possibly in another community. In these cases, the birth would be recorded in Village bio-statistics, but the family could be counted among those leaving the Village. In addition, some babies may be born into female-headed households. About ten percent of all households in the Village are headed by females, a fact which would reduce the average household size considerably. Household size is used in calculating population estimates, and a low average household size would tend to make an estimate lower than one based on a higher average household size. In any case, the Village schools have not shown a recent large influx of school-aged children. It does appear that the Village population growth is at least at a standstill, and that any future growth can be accommodated readily. Recent population projections made by the Long Island Regional Planning Board indicate that the Village has a potential saturation population of 16,464 if all available vacant land and housing were utilized and occupied by typical families of three to four persons. Until the 1980 U. S. Census data is released, it can be concluded that the Village population is holding at around eleven thousand persons, or declining slightly, and that the Village can readily make room for additional residents without over-crowding or inconveniencing its present residents.

#### Age of Population

Almost a third of Patchogue Village residents are under seventeen years of age while about sixteen percent are over sixty (see Appendix B). The proportion of older persons in Patchogue Village is greater than any of the places compared in the following Table 3:

TABLE 3  
PERSONS 60 YEARS OF AGE AND OVER  
1970  
Comparison of Patchogue Village with Selected Villages

	<u>Total Population</u>	<u>Persons 60 Years of Age and Older</u>	<u>% of Total Population</u>
Patchogue V.	11,582	1,878	16.2
Pt. Jefferson V.	5,515	755	13.7
Lake Grove V.	8,133	689	8.5
Bellport V.	3,046	405	13.3
Brightwaters V.	3,808	529	13.9
Northport V.	7,494	1,041	13.9
Babylon V.	12,897	1,916	14.9
Brookhaven Town	245,260	25,294	10.3
Suffolk County	1,127,030	121,533	10.8

Source: U. S. Census, 1970

Over a quarter of all the Village Senior Citizens were below poverty level in 1970 and almost two-thirds lived in older housing. (See Housing Inventory). Since the longevity of the population is increasing nationally and locally, special planning should be instituted for the present and future housing and other needs of Village citizens, sixty years of age and over.

#### Income

The 1970 Patchogue Village median family income of \$9,547 is well below the Suffolk County median family income of \$12,084. Over ten percent of the population was below poverty level, and 1970 family income levels were lower than other locations compared in Appendix C, with fifty-three percent of all Village families subsisting on incomes below \$9,999. Al-

though all incomes have risen considerably since 1970, it can be assumed that Patchogue Village family incomes still occupy the same relative position. Since inflationary costs have made it difficult for even more affluent families to manage living expenses, the economic needs of this broad segment of population are important in over-all Village planning.

#### Labor Force

No recent unemployment figures are available for small areas, but while the 1970 Patchogue unemployment rate of 5.5% might seem low by recent standards, it was the highest rate for the areas compared in Appendix D. In the number of females participating in the Labor Force, Patchogue Village compared favorably with other areas. In Patchogue Village, however, many of the females are most likely the prime breadwinners for their families. The Village labor force is composed of over fifty-four percent white collar workers and about forty-six percent, blue collar. Almost eighty-seven percent of all the labor force works within the County while under ten percent commute outside Suffolk County. A greater proportion of Patchogue residents work within the County than any other community compared, other than Bellport Village. (See Appendix E).

#### Minority Population

Ninety-seven percent of the Village population is white, and three percent non-white. About seventy-one percent of the population was born in this country of native parents while around thirty percent is of foreign birth or parentage. The minority population, composed of blacks and persons of Puerto Rican birth or parentage comprises 10.4% of the total population, relatively high for this area. The special needs of this minority population should be addressed in Village plans.

## Historic and Architectural Resources

Patchogue Village contains many historic and architecturally significant resources.

A preliminary survey of the Village's historic and architectural resources indicated over seventy-nine (79) significant structures. A more complete survey would add many more structures to this inventory of cultural resources. The preliminary survey alone contains enough items to indicate that Patchogue Village contains one of the largest concentrations of historic and architecturally significant structures on Long Island.

To date, Patchogue Village has not used this treasure house of cultural resources to its advantage and indeed has not instituted the necessary protective mechanisms to preserve these important and fragile resources.

The preliminary survey of cultural resources identified some areas of concentration which suggest the outlines of preservation districts. The descriptions include the following:

- (a) two residential architectural preservation district areas; one north of Main Street, and a smaller one south.
- (b) a predominantly residential historic preservation district area south of Main Street roughly following the configuration of South Ocean Avenue.
- (c) a predominantly commercial preservation district area in an L-shaped pattern, from Waverly Avenue terminus at West Main Street extending to East Main Street in the vicinity of the post office building with its "art moderne" facade.

The preliminary inventory indicated that the Village contains structures which date from the late 1700's to the present, with many representative structures reflecting local history and architectural expression from each succeeding time period.

The structures inventories were coded into the following time periods that generally conform to patterns of construction:

1910	-	1935
1880	-	1909
1860	-	1879
1800	-	1859
1799	or earlier	

The preliminary survey indicated that the two architectural areas and the historic preservation area are generally well maintained and free from encroachments. The commercial preservation area, however, shows signs of wear and need of some restorative work. Facades particularly need attention. Many buildings have the original facades on the upper story and "modernized" overlays on the lower story. The commercial preservation area cannot be considered to be intact under present circumstances.

The existing situation in the commercial preservation area is more complex than the other areas because it is an area of the Village where visual values are not the highest, and where much neglect, and some degree of economic stagnation is apparent.

At the foot of South Ocean Avenue, there is a cluster of historic commercial buildings, although they are not designated as such.

One of the contemporary problems of Patchogue Village is its eroding retail economic base due in part to the increased competition

from nearby shopping centers. Patchogue's business district shows signs of decline. This results in some of its historic and architectural structures taking on a rundown appearance. Economic viability is a serious problem in many of Patchogue's historic structures. This situation is particularly apparent on West Main Street where a sort of low rent district has been established by neglect. The other side of the coin is that these stores and buildings on West Main are an available resource awaiting redevelopment into a suitable use.

Part of the problem of the present situation in Patchogue is related to zoning and to assessments. The effects of zoning changes and of adaptation of full value assessment will have effects on the preservation of historic and architectural resources of the Village. Full assessment impacts are discussed in other sections of this report. The current situation in Patchogue is that many of the older historic and architecturally significant structures are underassessed and may be endangered as full value assessment is adopted. Here again zoning may play an important role in determining the outcome of this transition and this is also discussed in other sections.

#### Environmental Resources and Flood Prone Areas

Flooding does not seem to be a major problem in Patchogue. The two flood areas, on North Ocean Avenue and Bay Avenue, which were affected by the heavy rains of August 12, 1978 seem to have been corrected. There is a road flooding problem on Smith Street at the end of Rider Avenue and at the corner of Maiden Lane and South Ocean Avenue. Other streets that have had flooding are Taber and Northridge Avenues. There is a flood prone area on Park Street just west of Thorburn Avenue.

The "100 Year Flood Plain" can be seen on the following environmental map. The area south of the line will probably be flooded once every hundred years. A storm of the magnitude of the 1938 hurricane can be expected twice a century.

There is an erosion problem along Shorefront Park. Over the past forty-five years a great deal of land has been lost.

Woodlands and other natural vegetation is very limited in most of the Village; however, there is still a substantial amount of natural vegetation along Tuthills Creek and to the north of West Lake.

#### Sewerage

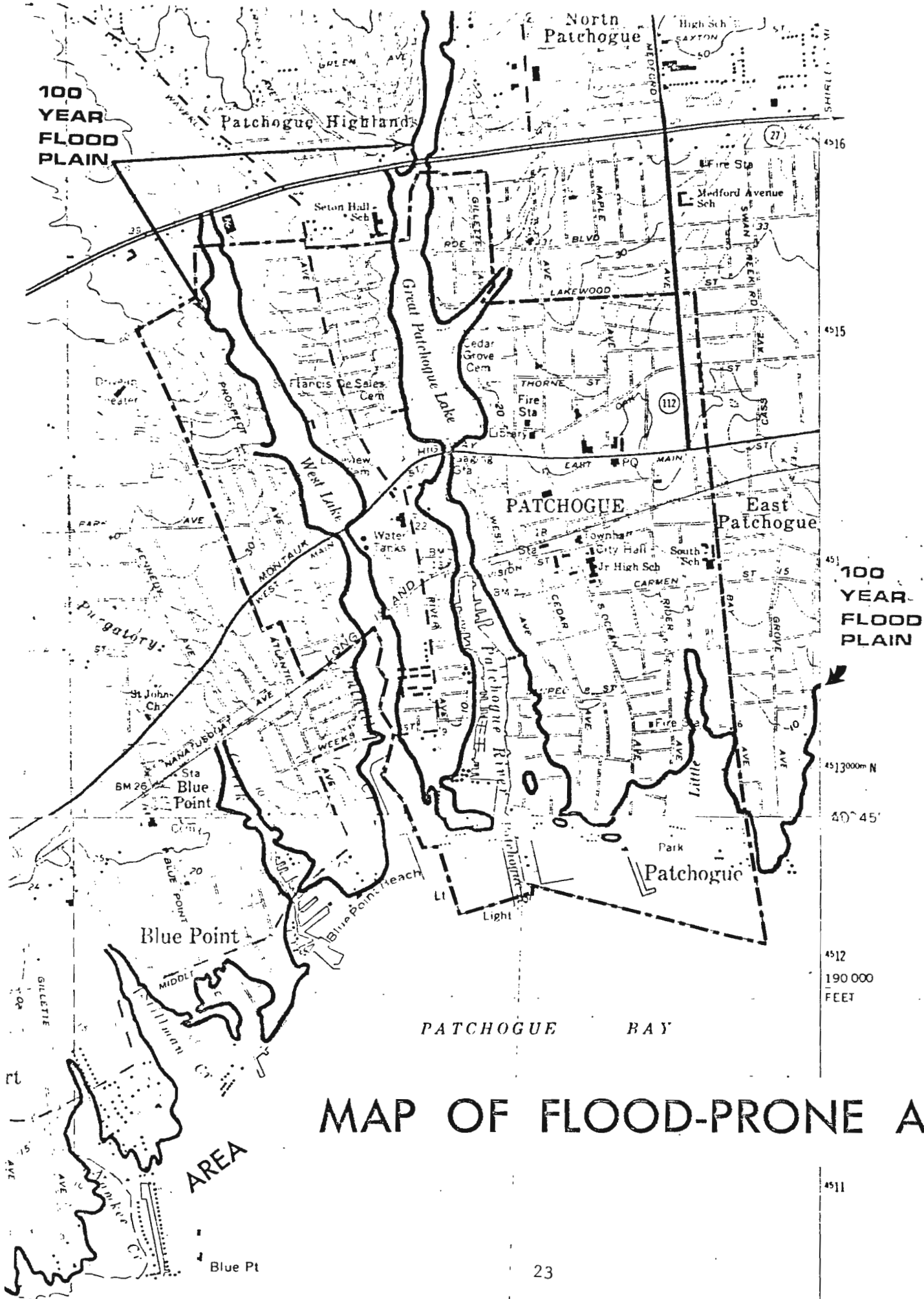
The recently completed Long Island Comprehensive Waste Treatment Management Plan has indicated that there are failing systems in the area that eventually will require connections to a sewerage treatment plant. The eastern Great South Bay area is particularly vulnerable to pollution, and the high groundwater table area that exists along the shore and which includes most of the Village will require future sanitary improvements and runoff controls.

The Waste Treatment Management Plan indicates three alternatives for the presently substandard Village sewerage plant. Number one is an ocean outfall. Two is the recharge of tertiary treated effluent and three is nitrogen removal in the existing plant.

#### Housing Inventory

##### Housing Stock

An overall housing profile of Patchogue Village (Table 4) indicates that more than half the present housing stock was built before 1940, and



# MAP OF FLOOD-PRONE AREAS

TABLE 4

12/78

HOUSING SUMMARY\*  
VILLAGE OF PATCHOGUE

## HOUSING UNITS BY FAMILY TYPE

## HOUSING BY OCCUPANCY STATUS

	Total Units**		Single		Family Multi-family		Occupied		Renter		For Sale		Vacant	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
1970	4,047	100.0	2,176		1,871	46.2	1,819	46.7	2,075	53.3	15	56	94	
Permits Issued '70-77	669	100.0	101		568	84.9								
Jan., 1978 Total	4,716	100.0	2,277		2,439	51.7								

## HOUSING VALUE

## AVERAGE HOUSEHOLD SIZE

## SUBSTANDARD HOUSING

	All Occupied		Owner Occupied		Renter Occupied		Projected All Occupied		By Exterior Survey		Over- or Crowding		Lacking Some or All Plumbing	
	Median Value	Median Rent	2.97	3.30	2.60	3.20			Total	Deteriorating	Delapidated			
1960	\$18,000	\$138							620	503	117			
1970									-	-	-	276	82	
1975									98	74	24	-	-	
1978									84	79	5	-	-	

24

## YEAR STRUCTURE BUILT

	1940 or Later		1939 or Earlier		% of Structure Built Before 1939	
	% of All Occupied	% of Structure Built After '40	% of All Occupied	% of Structure Built Before '39	Renter	% of Structure Built Before 1939
No. 1,879	48.2	787	2,021	51.8	1,028	49.1
					50.9	

## YEAR MOVED INTO UNIT

## WELFARE FAMILIES

1960 or After		1959 or Before	
#	%	#	%
2,670	68.5	1,227	31.5

\* ALL DATA 1970 UNLESS OTHERWISE SPECIFIED  
 \*\* OCCUPIED AND VACANT YEAR ROUND

SOURCE: U. S. CENSUS 1970; 1975 and 1978 WINDSHIELD  
 SURVEYS OF SUBSTANDARD HOUSING, LIRPB: S.C.  
 SOCIAL SERVICES DEPARTMENT

TABLE 4  
HOUSING SUMMARY (Continued)  
VILLAGE OF PATCHOGUE

FAMILY HEAD 65 YEARS OF AGE AND OVER

Total Occupied	Owner Occupied	%	Renter Occupied	%	Section 8 Rentals	Year Structure Built		
						1940 or Later	%	1939 or Earlier
359	219	61.0	140	39.0	129 ***	124	34.5	235
								65.5

FEMALE HEADS OF HOUSEHOLD

405

MINORITY HOUSEHOLDS

Black									
Total Occupied	Owner Occupied	%	Renter Occupied	%	Average House- hold Size	1940 or Later	%	1939 or Earlier	%
94	30	31.9	64	68.1	3.18	40	48.9	48	51.1
Spanish-American									
Total Occupied	Owner Occupied	%	Renter Occupied	%	Average House- hold Size	1940 or Later	\$	1939 or Earlier	%
191	22	11.5	169	88.5	4.82	47	24.6	144	75.4

\*\*\* Includes 64 Units now under construction

that 53.3 percent of all the housing is occupied by renters. Patchogue Village is unique in the area in having an abundance of multiple family housing and in directing significant assistance to lower income, minority and elderly families. Families of Spanish-American origin, who reside in 5.0% of all occupied housing, live primarily in rented, older homes. Over two-thirds of the 359 elderly families also live in older housing but less than a third of this group is renting, according to the 1970 Census. Lower income housing needs for senior citizens are being met through a total of one-hundred and twenty-nine Section 8 apartments either completed or now under construction, and Section 8 low-income family rental units are being planned for the future. The 1970 median housing value of \$18,000 in the Village is about five thousand dollars below the County median value, and asking prices for large, older homes appear to be lower than those in many nearby areas. Plans are now underway to upgrade the Village housing stock through Federal Community Development funding. A substandard housing survey, described below, was conducted in 1978 to assist in identifying specific needs for future Community Development activities.

#### Substandard Housing

Using 1960 U. S. Census guidelines for exterior determination of substandard conditions, a total of 84 substandard housing units were identified in the 1978 Village of Patchogue windshield survey. The 1960 guidelines, developed in conjunction with the last official U. S. Census Bureau survey of substandard housing, divide substandard housing into two categories - deteriorating and dilapidated. Deteriorating housing includes units that have one or more visible exterior defects of intermediate

nature requiring correction which would not be provided in the course of regular maintenance. Examples of such defects in a unit include shaky, unsafe porch; missing bricks or cracks in the chimney; or several cracked or broken window panes -- defects which, if left uncorrected, could lead to serious structural deterioration or damage. Dilapidated housing units have defects so widespread or critical that they do not provide safe and adequate shelter and would endanger the health, safety or well-being of the occupants if left unattended. Such structures require extensive rebuilding or demolition.

The current substandard Housing Survey shows a slight reduction in total number of faulty units since a 1975 survey and a substantial reduction from the 1960 and 1967 surveys. The following Table 5 indicates the changes:

TABLE 5  
SUBSTANDARD HOUSING - VILLAGE OF PATCHOGUE

	1960 <u>U.S. Census</u>	1967 Nassau- Suffolk Regional Planning Board <u>Field Survey</u>	1975 Suffolk County Planning Department <u>Estimates</u>	1978 Suffolk County Planning Department <u>Field Survey</u>
Deteriorating	503	316	74	79*
Dilapidated	117	97	24	5
Total	620	413	98	84

\*Includes Some Multi-family Units

Units requiring priority attention are scattered throughout the Village although there are a few clusters of such homes in areas south of West Main Street.

A recent Village of Patchogue Small Cities grant application has been approved by HUD and will provide \$500,000 in monies to be used to facilitate the upgrading of housing stock.

### Central Business District Inventory

#### Definitions

According to the 1972 Census of Retail Trade, a CBD (Central Business District) is "an area of very high land valuation; an area characterized by a high concentration of retail business, office, theaters, hotels, and 'service' businesses; and an area of high traffic flow". The Village of Patchogue CBD fits this description in almost every respect. Land valuations are high: vacant parcels of a little over a third acre are assessed at up to \$77,600. Lining the two main thoroughfares, Main Street and Ocean Avenue, are almost two hundred retail businesses and over seventy service and office facilities. Traffic at the intersection of these two streets peaks at up to twenty-three hundred cars on some days, with over sixteen hundred of these cars headed for parking spaces within the CBD. In 1972, when the Village was listed by the Census Bureau as a Major Retail Center, Patchogue's retail sales in dollar value exceeded that of all other Suffolk County downtown business areas listed as MRC's. Presently, in Suffolk County, Patchogue Village ranks second only to Huntington Village in total number of retail stores in a CBD or shopping center, and on Long Island ranks among the top ten. Despite these indicators of a thriving commercial center, however, Patchogue Village will not be among those listed in the 1977 Major Retail Trade Census.

#### Retail Establishments

Retail establishments are those "primarily engaged in selling

merchandise for personal or household consumption, and rendering services incidental to the sale of goods."<sup>1</sup> In 1972, a retail shopping center, central business district or downtown shopping area "having at least \$5 million in retail sales and at least 10 retail establishments, one of which. . . classified as a department store"<sup>1</sup> qualified for MRC status. Guidelines for MRC status in the 1977 Business Census required a center to consist of at least 25 stores, one or more of which was a miscellaneous general merchandise store with at least 100,000 square feet of total floor space. Patchogue Village, along with several other Suffolk CBD's formerly included, does not now have a single store occupying the required amount of floor space, and consequently has not been delineated as a Major Retail Center in the current Census.

In a comparison of retail sales for selected MRC's in 1972 (see Table 6) Patchogue's annual dollar volume sales averaged \$319,000 per store. Although total annual sales for Patchogue topped those of business districts in all other Suffolk villages or hamlets, Smithtown's annual average dollar volume per store (\$428,000) was greater than Patchogue's by more than one hundred thousand dollars. This is attributable to the fact that Smithtown has several large stores and one complex of over 100,000 square feet. The two shopping malls listed in Table 6 illustrate the point that large stores appear to stimulate dollar volume sales dramatically. Each of those malls averaged over a million dollars annual sales per store in 1972.

This year's Minor and Major Retail Center Survey conducted by the Long Island Regional Planning Board shows an additional 57 stores for the Patchogue Village business district since 1972. The extension of the

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<sup>1</sup> 1972 Census of Retail Trade

TABLE 6  
MAJOR RETAIL CENTERS - SUFFOLK COUNTY, 1972  
COMPARISON OF PATCHOGUE VILLAGE WITH SELECTED MRC's

1972 MRC	Patchogue	Huntington	Riverhead	Smithtown	Smith Haven Mall	South Shore Mall
Retail Stores, Total:						
Number	139	147	91	95	102	51
Sales*	\$44,349	\$34,847	\$22,240	\$40,741	\$143,990	\$58,358
Payroll, entire year*	\$ 6,074	\$ 5,380	\$ 3,303	\$ 5,381	\$ 19,070	\$ 8,897
Paid employees for week including 3-12-72	1,089	920	602	926	3,520	1,584

MRC Boundaries:

Patchogue	Includes establishments on Main St. from Rose Ave. and Ryder Ave. to West Ave. and on Ocean Ave. from Church St. and Terry St. to Lake St. (Patchogue Village, Suffolk County) (In tract 1589)
Huntington	Includes establishments on Main St. from Stewart Ave. to Anderson Pl., on New York Ave., from Main St. to Crescent and Dewey Sts., and on Wall St. from Main St. to Union Pl. (Suffolk County) (In tracts 1101.02, 1102, 1103, and 1109)
Riverhead	Includes establishments on Main St. from Osborn Ave. to Union Ave., on Peconic Ave. from Main St. to Flanders Rd. and Woodhull Ave., and on Roanoke Ave. from Main St. to 1st St. (Riverhead town, Suffolk County) (In tracts 1698 and 1699)
Smithtown	Includes the planned center known as "Smithtown" and establishments on Main St. from Redwood Lane and New York Ave. to Hauppauge Rd., and on Lawrence Ave. from Main St. to Percy Ave. (Suffolk County) (In tract 1349.04)
Smith Haven Mall	Includes the planned center known as "Smith Haven Mall" and establishments on Middle Country Rd. from Moriches Rd. to Alexander Ave., and on Alexander Ave. to Nesconset Rd. (Lake Grove) (In tracts 1350.03 and 1354)
South Shore Mall	Includes the planned center known as "South Shore Mall" and establishments on the north side of Sunrise Highway from Brook Ave. to Penataquit Ave. (Suffolk County) (In tract 1460.03)

1972 Definition of MRC: A concentration of 10 or more retail stores, one of which is classified as a department store, whose annual sales total at least \$5 million.

\*(\$1,000)

Source: 1972 Census of Retail Trade

southern and western business district boundaries and the addition of two pedestrian malls and a shopping center account for most of this increase. A comparison to other retail centers is shown in Table 7.

The inventory of retail store categories listed in Appendix F indicates a broad variety of merchandise is available in the Village. A number of merchants are engaged in selling the same item within the CBD thus providing a wide selection to the consumer.

Several important retail specialty categories which might contribute to the economic viability of the area are not available in downtown Patchogue. It is interesting to note which of these same categories are available in nearby retail centers or in centers that might serve as models for future retail growth. (See Appendix G). Among these categories, one or more antique, art supply, and hobby-toy stores are almost always present in the areas compared. Four of the centers studied have from thirteen to twenty stores exclusively devoted to the sale of products that are missing in specialty shops in Patchogue's business district.

#### Services and Office Space

An array of service and office facilities exists within the Village CBD. Included are banks, barbers and beauty salons, cleaners, laundromats, printers, repair services, real estate and insurance firms and many other private and governmental office complexes, combining to draw sizeable numbers of employees, consumers and clients into the prime commercial area. Governmental offices alone account for 95,264 square feet of space and 284 full and part-time employees within the CBD boundaries.

#### Employees and Consumers

In a study released in 1975, which was based on 1970 Census data, the Regional Planning Board identified Patchogue Village plus Census

TABLE 7  
COMPARISON OF SELECTED RETAIL CENTERS, SUFFOLK COUNTY, 1978.

<u>1978 Retail Center Designation</u>	<u>Patchogue CBD</u>	<u>Babylon CBD</u>	<u>Bay Shore CBD</u>	<u>Huntington CBD</u>	<u>Port Jefferson CBD</u>	<u>Riverhead CBD</u>	<u>Smithtown MRC</u>	<u>Smith Haven Mall MRC</u>	<u>South Shore Mall MRC</u>
Retail Stores									
Total	196	110	159	237	116	102	169	127	98
Vacancies	18	10	24	16	6	11	10	0	6
% Vacancies	9.5	9.1	15.2	6.8	5.7	10.8	5.9	0.0	6.1
Service & Office Space, Total	74	55	75	104	35	57	N.A.	N.A.	N.A.

Boundaries:\*

Patchogue	North, Oak Street; South, To L.I.R.R.; East, Rider; West, Historic Mill.
Babylon	North, Simon Street; South, Montauk Highway; East, Town Line; West, Carll Avenue.
Bay Shore	North, Montauk Highway; South, Montauk Highway; East, Clinton Avenue; West, Montgomery Avenue.
Huntington	North, Prime Avenue; South, High Street; East, Stewart Avenue; West, Anderson Place.
Port Jefferson	North, Broadway; South, Barnum Avenue; East, East Broad; West, Barnum Avenue.
Riverhead	North, West Main Street; South, Rte. 24; East, Ostrander Avenue; West, Osborn Avenue.
Smithtown	North and South, Mainstreet; East, Rte. 111; West, Baron's Discount Department Store.
Smith Haven Mall	North, Nesconset Highway; South, Rte. 25, East, Moriches Road; West, Alexander Avenue.
South Shore Mall	North, Property Line, South, Sunrise Highway; East, Pentaquit Avenue, West, Brookhaven and East Fork Street

\*Boundaries are approximate; areas sometimes extend slightly beyond or terminate slightly before specified boundary line.

1978 Definitions:

CBD - A retail center with 25 or more retail establishments.

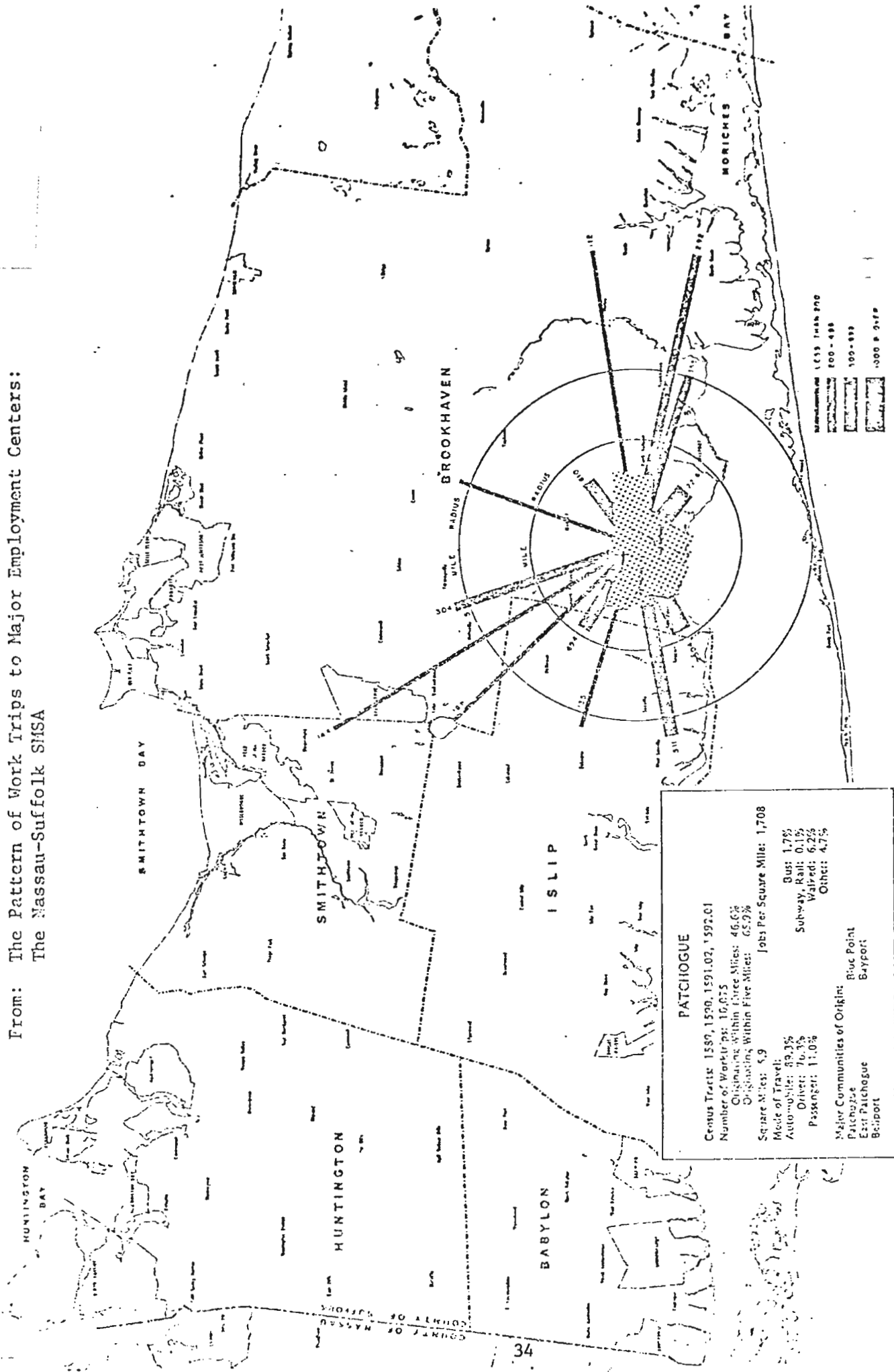
MRC - A retail center with 25 or more retail establishments, one or more of which must be a General Merchandise Store and occupy at least 100,000 square feet of total floor space.

Source: L.I. Regional Planning Board Field Survey, 1978.

Tracts 1591.02 and 1592.01 as one of ten major employment centers in Suffolk County. At that time 10,075 work trips terminated in the Patchogue area, seventy-five percent of which were destined for the Village. The map on the following page shows the worktrips to the Patchogue/East Patchogue area. Of the total worktrips, 65.9% originated within a five mile radius and approximately thirty-five hundred, or over one-third of the workers, traveled over five miles and up to fifteen or more miles to reach their jobs. Since nearly nine-thousand of these workers arrived by automobile, it can be assumed that such cars occupied a large portion of public parking, and will continue to do so in the future, most likely in increasing numbers. No matter where their place of employment is located within the Village, it is quite likely that most workers will need to purchase retail goods or avail themselves of services within the Village business district at some time or other, making all of them potential consumers. Equally important is the implication of a potentially broad geographic radius from which to draw additional consumers in the future. Planning Board estimates and projections for Patchogue-Medford, Bayport-Bluepoint, and South Country School Districts, prime consumer areas within a five-mile radius of the Village, show an expected increase of twenty-eight thousand persons in the combined school districts between 1975 and 1995. With careful planning, the Village might expect to maintain its present consumer market and attract a significant number of additional customers from the forty-five percent population increase expected from this immediate area alone. There will be stiff competition from other commercial centers, present and future.

Among those presently competing with Patchogue Village for the surrounding consumer market are the Sunvet Mall, the Waverly Avenue Mall and

From: The Pattern of Work Trips to Major Employment Centers:  
The Nassau-Suffolk SMSA



Source: Quarterly Technical Supplement, L.I. Economic Trends, 1975. N.S.R.F.B.

the strip commercial development to the northeast, including Modell's. (See map on next page). The Smithaven Mall will continue to provide major competition as the largest regional shopping center in Suffolk County. The shopping centers on Jericho Turnpike in Centereach act as an effective northern restrictive boundary of the Village consumer area, while the Ronkonkoma CBD acts as such a boundary to the west. The radius to the east does not now have a strong competing retail center, but indications are that such a center will develop in the early 1980's. According to an article in "Long Island Real Estate", the weekly newsletter which prints the latest reliable building activity information, preliminary negotiations for a major mall have centered around several land parcels in central Brookhaven, and "the next regional hub is certain to rise somewhere in Yaphank, Manorville, Ridge or Middle Island." It is most likely to be situated on a Yaphank parcel on William Floyd Parkway just north of the Long Island Expressway. Such a regional mall could be capable of attracting large numbers of consumers who might otherwise patronize the Patchogue Village CBD.

#### Substandard and Vacant Commercial Space

A survey conducted by the Planning Board in the late autumn of 1978 enumerated substandard and vacant commercial structures within the Village business district. Using the same U. S. Census guidelines applied for the identification of substandard housing, a total of twenty-nine deteriorating and two dilapidated structures were inventoried. Vacancies numbered twenty-three, including commercial units on Terry and Academy Streets.

Eight of the current vacancies occur from the eastern corner of Railroad Avenue to the western boundary of the CBD, an area where twelve

[illegible]

REGIONAL MALL

WAGNER CREEK CROOK 1141 13 PINTS

A vertical scale in miles, with markings at 0, 1, 2, 3, and 4. The text "scale in miles" is written vertically to the right of the scale.

substandard commercial structures exist. Another five of the vacancies are on South Ocean Avenue, with an equal number of substandard appearing in the same area. These two clusters of substandard and vacant commercial structures are not only visually depressing, particularly since they occur at the western and southern approaches to the prime business area, but they represent an economic loss for the area. In many cases, a structure that is substandard is also vacant. Not only are the potential rents and sales lost on these spaces, but areas contiguous to these structures may suffer reduced sale and rental capabilities. Current commercial rentals in the West Main Street area of concern range from fifty cents to two dollars and fifty cents a square foot, disproportionately lower than the five to nine dollars per square foot commercial space is commanding in the prime area of the business district.

Substandard and vacancy conditions are problems of significant magnitude within the CBD, with 14.6% of commercial buildings or spaces in bad physical condition and 11.2% sitting empty.

#### Architectural Styles

At present, many street level fascades within the CBD do little to enhance the beauty and authenticity of some of the period buildings. A detailed description of architectural styles existing within the business district will be found in the Historic section of this report. The Visual Evaluation section in the beginning of this report addresses other visual and conceptual elements of the CBD.

#### Governmental Space and Employee Inventory

Approximately ten percent of all workers in the Village are employed by one of the six major jurisdictional units of government with locally

based facilities. Eleven hundred and sixty-seven employees work for one of these units - Patchogue Village, Patchogue-Medford Library, Brookhaven Town, Suffolk County, New York State, the U. S. Government, or the Suffolk County Water Authority, a quasi-governmental unit. The following Table 8 shows the total inventory:

TABLE 8  
VILLAGE OF PATCHOGUE  
GOVERNMENTAL FACILITY INVENTORY, 1978 - SUMMARY\*

	<u>ALL GOVERNMENTAL FACILITIES</u>
Total square footage	419,376
No. of Buildings**	30
Rented	10
Owned	20
Public Meeting Space	
Number	4
Square footage, total	18,928
Employees, total	1,167
Full-time	969
Part-time	198

\* INCLUDES ALL JURISDICTIONAL UNITS OF GOVERNMENT OCCUPYING SPACE WITHIN THE VILLAGE OF PATCHOGUE BOUNDARIES

\*\* INCLUDES BUILDINGS WHERE ONLY A PORTION IS OCCUPIED BY GOVERNMENTAL UNIT

SOURCE: LONG ISLAND REGIONAL PLANNING BOARD

Over 400,000 square feet of space located in thirty buildings houses political units responsible for the performance of a myriad of functions - - administering local governments, fighting fires, dispensing unemployment checks, lending books and teaching children, to name but a few. Two-thirds of the buildings are owned by the government unit in residence. At present, four meeting rooms are available in these buildings for public gatherings.

The school and library districts occupy almost two-hundred and fifty thousand square feet of floor space, combining to form the largest physical plant within Village borders (See Table 9).

The County offices, while occupying the smallest amount of space, employ the largest work force, a total of 323 persons, most of whom are associated with the 5th Precinct Police Headquarters. The Federal government ranks third in both the amount of space occupied (45,972 square feet) and the number of workers employed (241). Both the Library District and the County expect to increase their space and the number of employees working within the Village in the near future. As a result of a Patchogue-Medford School District bond issue vote on November 16, 1978, the former W. T. Grant building on East Main Street is being renovated to provide forty-eight thousand square feet in place of the twelve thousand five-hundred square feet of space now occupied by the Library.

Appendix H lists governmental jurisdictional units by street location.

TABLE 9  
VILLAGE OF PATCHOGUE  
GOVERNMENTAL FACILITY INVENTORY, 1978  
BY JURISDICTIONAL UNIT

JURISDICTIONAL LEVEL:	TOTAL SQUARE FOOTAGE	BUILDINGS*		PUBLIC MEETING SPACE NUMBER	SO. FOOTAGE	EMPLOYEES		
		NUMBER	OWN RENT			FULL TIME	PART TIME	TOTAL
VILLAGE	87,336	12	12	0	1	53	111**	164
SCHOOL AND LIBRARY DISTRICTS	244,650	5	5	0	3	194	57	251
TOWN	19,980	2	0	2***	0	107	10	117
COUNTY	3,438	4	1	3	0	323	0	323
STATE	18,000	1	0	1	0	66	5	71
FEDERAL	45,972	6	2	4	0	226	15	241
TOTAL:	419,376	30	20	10	4	969	198	1,167

\* INCLUDES BUILDINGS WHERE ONLY A PORTION IS OCCUPIED BY GOVERNMENTAL UNIT

\*\* NUMBER AT PEAK EMPLOYMENT SEASON

\*\*\* INCLUDES ONE RENT-FREE BUILDING SUPPLIED BY VILLAGE

SOURCE: SUFFOLK COUNTY PLANNING DEPARTMENT

## Transportation

### Introduction

This section of the plan deals with the existing and anticipated future problems associated with the various modes of transportation in the Village. Basically, the methodology utilized as part of the study involved inventorying the existing transportation status, establishing short-range and long-range transportation improvement goals, formulating short-range solutions to the existing problems, and developing long-range solutions to adequately accommodate future redevelopment in the Village.

It is the intent of this document to provide a blueprint for the transportation needs of Patchogue Village now and in the future, not a rigid dictation of policy.

### Existing Conditions

#### Traffic Volumes

Traffic volume counts were taken at 22 locations throughout the Village. At a number of these locations, volumes were taken in 1968 by the Suffolk County Planning Department, enabling a comparison to be made between the two. The traffic volume maps (Figure 1 ) which contains volume comparisons in 1968 and 1978 illustrates the magnitude of the various volume counts for each time period.

Traffic volumes for the most part have not changed dramatically but rather have exhibited the type of growth associated with an established area. The only significant increase has occurred on Division Street and is probably the result of various roadway resurfacing and other improvements which have made it more attractive as an alternate to Main Street.

Another factor for the nominal increases in volumes is that the major feeder roadways are operating at capacity. In order to achieve any substantial increase of trips to the Village, major traffic control and circulation improvements will have to be realized.

At the present time, Main Street assumes the greatest role in the circulation of traffic within the business area. A license plate survey established that 80% of the traffic entering the Village on Main Street was destined to a location within the Village while only 20% were using Main Street to reach destinations outside of the business area.

Interestingly, 70% of the traffic using the major north-south arterial, Ocean Avenue, is destined for areas outside of the business area. It appears that this roadway is being used primarily for access to the Town and Village Halls, and the waterfront areas, not as a means of circulation in the business area.

#### Traffic Accident Experience

The Village of Patchogue has experienced an average of approximately 900 reported traffic accidents per year for the past 3 years, with injury accidents being a somewhat lower percentage of the total than is experienced county-wide.

More specifically, there are five locations in the Village that have been identified as high accident locations. All of these involve Ocean Avenue or Main Street and are reflected, along with their respective accident totals, in Table 10.

Table 10

#### HIGH ACCIDENT LOCATIONS

<u>Location</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Ocean Avenue at Main Street	8	20	18
Ocean Avenue at Terry Street	13	8	15
Ocean Avenue at Division Street	9	4	11
Ocean Avenue at Lake Street/Oak Street	12	16	10
Main Street at Maple Avenue	5	6	10

An analysis of the types of accidents at these locations, which are assumed to be typical, indicates that the highest number of accidents involve a parked vehicle (32%). The right-angle type and rear-end type of accident accounted for the second and third highest amounts of involvement.

On-street parking is a major contributor to this accident experience.

#### Parking

Next to a smooth and efficient flow of traffic, adequate parking is vital to a business area such as Patchogue Village. Therefore, the parking availability for the business district was inventoried on a block by block basis and is illustrated on the Parking Inventory and Occupancy Map (Figure 2).

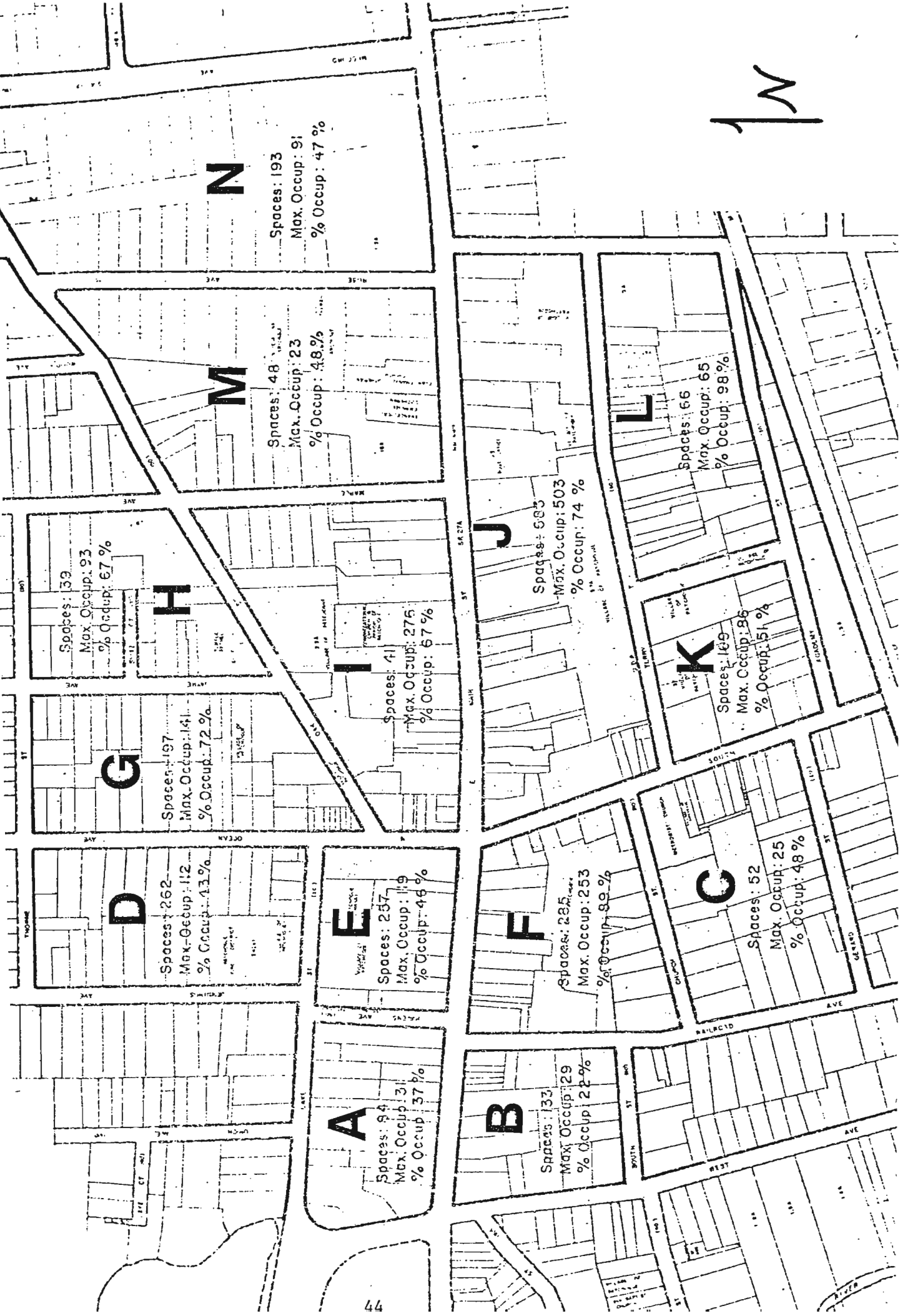
As part of the study, parking demand was also recorded during various time periods on a block by block basis. The highest demands and the time period in which they were recorded, are also illustrated on this map. The sketch on the next page indicates the blocks surveyed. Since an 85% occupancy rate represents full capacity for design and evaluation purposes, blocks F and J are already experiencing problems and should be the focus of attention for possible parking expansion in the near future. To a lesser extent, the utilization of parking in blocks A and N also indicates that some consideration be given to additional spaces for these areas in the future.

On-street parking, which was cited earlier as a major contributory factor to accidents in the Village, had a much lower overall occupancy rate (40%) than the combined occupancy rate. This indicates a greater usage of off-street parking facilities and, in all probability, parking of longer duration than is normally the case with on-street spaces.

Overall, the parking availability in the entire Village central business district is good with the peak occupancy rate recorded being 58%. However,

# PARKING INVENTORY & OCCUPANCY

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since walking distance between a shopper's destination and available parking is a very real factor\*, serious consideration should be given to upgrading parking in those blocks mentioned above. The block by block analysis indicated that there is a surplus of parking spaces in the fringe areas of the CBD while the core areas have deficiencies.

#### Traffic Controls

The majority of the intersections in the Village are controlled by either a traffic signal, stop sign, or yield sign. There are 14 signalized intersections in the Village, primarily associated with the major roadways. These are illustrated, along with the STOP and YIELD signs on the map entitled Inventory of Traffic Control Devices (Figure 3).

Half of the traffic signal controllers operate on a fixed-time basis and are not responsive to traffic demands. Only one intersection is controlled by a modern, traffic actuated signal controller. Fixed time signal control does not provide for the efficient movement of traffic and, therefore, traffic flow through the Village could be optimized at the present time by a signal modernization program with special attention given to the interconnection of locations that lie within proximity to one another.

#### Public Transit

##### Bus Service

Compared to other Suffolk communities, excluding the Town of Huntington, the Village of Patchogue is relatively well served by local bus service. In addition to the Village operated minibus, which provides service totally within Patchogue, four companies provide bus service on five routes into the Village. Direct local bus service from Patchogue is available to Babylon,

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\* Transportation and Traffic Engineering Handbook, 1976 p. 129 - studies show that walking distances average between 300 ft. and 500 ft.

Lake Grove, Coram and Center Moriches.

Two routes (S-40 and S-63) are operated under service contracts with Suffolk County. The Village minibus service is municipally sponsored and the remaining three routes (S-61, S-66 and S-68) are operated by private companies with some financial support from State and County sources. The map of local bus routes in the Village of Patchogue (Figure 4 ) graphically depicts the location of these bus routes.

Shown below are basic statistics concerning bus routes serving the Village.

Table 11

OPERATING STATISTICS FOR LOCAL BUS ROUTES  
SERVING THE VILLAGE OF PATCHOGUE  
1978

<u>Route</u>	<u>Operator</u>	<u>Direct Service to</u>	<u>Average Daily Ridership Entire Route</u>	<u>Hours of Service</u>	
				<u>Weekday</u>	<u>Saturday</u>
S-40	M.S.B.A.	Babylon	900-1,100	6:00 AM 8:00 PM	7:00 AM 7:00 PM
S-61	Seashore Transit	Coram	60-100	8:25 AM 3:45 PM	No Service
S-63	Alert Coach Lines, Inc.	Smith Haven Mall/Sayville	200-300	7:45 AM 7:30 PM	8:00 AM 7:50 PM
S-66	Fuoco Bus Lines, Inc.	Center Moriches	300	7:30 AM 6:00 PM	7:30 AM 6:00 PM
S-68	Fuoco Bus Lines, Inc.	Bellport	200	7:00 AM 6:00 PM	7:00 AM 6:00 PM
Mini- bus	Village of Patchogue	Patchogue	80	9:00 AM 4:20 PM	9:00 AM 4:20 PM

Source: Suffolk County Department of Transportation

Each weekday 50 buses enter and 49 buses leave the Village and, on Saturdays 36 buses are scheduled to enter and leave Patchogue. Bus service into Patchogue is oriented towards servicing Main Street in the business district. Bus stops on Main Street located at the West and East ends of the

business district are the most heavily utilized in the Village. This is primarily due to the convenient and direct access for riders to shopping and places of employment.

In addition, the Village Minibus centers its service at the Terry Street parking lot, approximately one block south of Main Street. This service provides extensive coverage of the Village's residential areas and directly services Main Street, primarily to the west of the business district.

One way passenger fares are \$0.50 on routes S-40, S-61 and S-63, and \$0.25 on the Village Minibus. One-way fares range from \$0.25 to \$0.55 on route S-66 and are \$0.25 and \$0.30 on route S-68. With the exception of the Minibus, senior citizens and supplemental security income recipients are permitted to ride buses for a one-way fare of \$0.10. No transfers are provided for connecting services with the Village.

#### Long Island Railroad

The Long Island Railroad operates train service through the Village of Patchogue travelling west to New York City and travelling east to Montauk. On weekdays 19 trains travel west from Patchogue and 11 trains travel east. Seven trains travelling east terminate in Patchogue. On Saturday and Sunday, 20 trains travel west and 7 trains travel east from the Village of Patchogue. Eleven trains travelling east terminate in Patchogue.

Approximately 900 passengers board westbound trains each day from the Patchogue station. Of these passengers, approximately 400 board during the morning commuter hours.

The Village Minibus and route S-61 are the only bus operations which provide direct service to the Patchogue station. No bus service is provided to the railroad station during commuter hours.

## Railroad Parking Survey

A survey of the three Patchogue Village parking lots accommodating Long Island Railroad commuters using the Patchogue Railroad Station was conducted on November 15, 1978, to ascertain the amount and purpose of individual parking within each of the lots. Undertaken on a Wednesday because it is considered typical of an average day, the survey was conducted through returnable, pre-paid postal cards which were placed on the windshields of three-hundred and seventy-eight cars. (See Appendix I). Of these cards, one-hundred and twenty-six (33.3%) were returned, providing an adequate sample from which to draw representative conclusions.

The parking lots for rail service users now provide a total of four-hundred and fifty-seven spaces in three locations, filled to ninety percent of capacity on the day of survey. (See Appendix J). The most popular and heavily used lot, adjacent to the station and railroad tracks, has an entry from Division Street and contains three-hundred parking spaces, all filled on the day of the survey. Among these, fifty spaces in prime locations have parking meters requiring a fee of fifty cents for twelve hours. In addition to these spaces, thirteen parking spaces, all empty at the time of survey, are reserved for individual taxi service vehicles. Currently, the Seashore Transit Bus Company, travelling a north-south route, makes four stops a day in the Division Street lot. The bus company operates on a schedule poorly coordinated with train stops and attracts a maximum of two to three riders a day. There are no signs in this main lot directing parkers to other lots.

A twenty-five space parking lot on Sephton Street just north of the station and tracks was also completely filled on the survey day. This lot has an additional twenty-eight spaces which are reserved for railroad employees but which are apparently used by commuters as well. To the northwest of the station

on West Avenue, a third lot, only sixty-six percent full when surveyed, can accommodate one-hundred and thirty-two cars. Another twenty to twenty-five rail travelers park their cars in a small, private lot nearby.

The three Village operated lots are about a block northeast of the planned National Seashore Ferry Terminal which will have an adjacent two-hundred car parking lot.

Over ninety percent of survey respondents were daily commuters. (See Appendix K). Of those who reported duration of commutation, over half said they had been commuting for six or more years. The leading community of origin for parkers responding was Medford, representing twenty-eight percent of the return. Patchogue Village parkers were the second largest group with almost twenty percent response. Many respondents included comments on their return cards, some providing valuable additional information. Several mentioned the recent vandalism in the West Street lot and the need for increased security. A frequent reference was made to the fact that the Division Street lot is filled by 6:30 to 7:00 a.m. each day. Elimination of the paid parking spaces and continuation of free public parking were concerns expressed more than once. Other suggestions were reducing the number of reserved taxi spaces; issuing special parking permits to Patchogue residents; and recommending L.I.R.R. schedule changes to accommodate commuters living in communities further east.

#### Existing Problem Identification

##### General

There are five problem areas that currently exist and will continue to plague the Village in the future unless remedial action is taken. These are as follows:

- street network
- traffic control
- parking
- accidents
- public transit

## Street Network

As stated previously, circulation in the Village is achieved primarily via Main Street and the various north-south roadways. There are no attractive east-west alternatives to Main Street at the present time due to a lack of continuity on Lake Street, Oak Street, Church Street and Terry Street. Also, by-pass access to areas in the southern portion of the Village via NYS Rt. 112 is unavailable, resulting in additional traffic on Main Street from these trips. Therefore, the key to reducing the number of trips on Main Street and to increasing overall capacity in the heart of the Village is to provide attractive alternate access to parking areas and other areas of the Village via facilities that by-pass the core of the business district.

## Traffic Control

Optimizing traffic flow is a key essential to retaining the existing attractiveness of the Village and to provide for future growth. Assuming that the highway network is improved to create the alternates described above, there will continue to be capacity problems with the existing traffic signal control system which is unresponsive to traffic demand. It is as imperative to accommodate the varying traffic demands through the optimum operation of traffic control devices as it is through a desirable street network, since both are equal factors in the overall capacity of the highway system.

## Parking

The business district currently experiences overloading of parking on some blocks and, if not addressed and corrected, this will act as an impediment to future growth. It should also be noted that access to parking areas can play a large role in the choice of roadways being utilized by motorists destined for them. At the same time, access from the parking areas to the businesses themselves should be made as direct and attractive as possible,

thereby providing a highly desirable "total trip" which incorporates the vehicle trip, parking and pedestrian trip.

### Accidents

The traffic accident experience, at least on Main Street and Ocean Avenue, is of concern. The type of accident occurring with the greatest frequency involves parked vehicles and results from the high volumes and the on-street parking activity. In other areas, right-angle and rear-end types of accidents are pre-eminent and can be linked, in all probability, to the present operation of the traffic signals.

### Public Transit

Bus service in and around Patchogue suffers, to a large extent, from many of the problems which currently affect other Suffolk bus services. With the exception of the Village Minibus and the M.S.B.A. operated route S-40, buses used for route service into the Village are old, prone to breakdowns and are often substituted with uncomfortable and unattractive school buses.

Although some degree of schedule coordination exists among routes, low service frequencies, lack of intercompany "transfers" for passengers and general unavailability of schedule and route information make bus service somewhat difficult to use. For the most part, the bus services maintain a generally low profile to the public and are largely unknown to people who could use public transit in and out of the Village.

Within the Village, local public transit service is good. Patchogue, through the operation of the minibus, has made a commendable effort to serve its residential areas. In fact, the Village minibus represents the type of service which the County has recommended for development in most other communities. These recommended new transit routes, termed feeder services, were highlighted as Phase I in the public transit section of the Comprehensive Transportation Plan for Suffolk County, as prepared by the Suffolk County Department of Transportation.

A major identifiable problem lies with the general inadequacy or non-existence of bus services from Patchogue to outside communities. Service from Patchogue to the growing industrial development along Veterans Highway in Bohemia and Hauppauge as well as to State and County facilities in Hauppauge is needed. In addition, present service to the Brookhaven Memorial Hospital is inadequate, as is service to the Long Island Railroad station. Finally, public transportation from surrounding communities such as Holbrook, North Patchogue, Medford and North Bellport needs development and/or improvement in order to provide adequate access to Patchogue for potential bus riders.

Although the existing diesel service on the Long Island Railroad operates generally as a shuttle between Babylon and Patchogue throughout most of the day, the service is predominantly New York City oriented. Railroad fare structures presently favor long distance trips, consequently inhibiting demand for local trips within the County. As such, the usefulness of the railroad to Patchogue's residents, visitors and workers is somewhat limited.

The physical proximity of public transit services, (basically route termini) to each other also poses a problem. The railroad, the Village mini-bus and the intercommunity bus routes all focus their operations at separate locations within the Village. In this regard, bus to bus or bus to rail passenger transfers are discouraged.

#### Recreation

The Village of Patchogue places a strong emphasis on recreation. The wide range of recreation activities that are provided is an excellent medium for both physical and cultural growth. Most of the parkland is located on or near the bay and while the facilities are very good, there is an overall deficiency of parkland, especially near the central business area and that part of the Village north of the business district. See Appendix L for recreation inventory.

The combination of waterfront, commercial and municipal open space is very desirable. The bay front is used very well in this respect. The Patchogue River, up to Division Street, is extensively used by commercial marinas and industrial uses, and public access is very limited. Aesthetically, and as a site for recreation, Patchogue River leaves much to be desired. The Village's three lakes, Patchogue Lake, West Lake, and Pine Lake, which are virtually inaccessible to the public, are potential recreation resources. These three lakes cover over 63 acres and comprise over one-fifth of Brookhaven Town's inland waters. John S. Belzak Memorial Park is the only park making use of these underutilized lakes.

The National Recreation Association standard for park and open space is ten acres of local parks per one thousand population. By applying this standard, Patchogue would need 112 acres of local parks. Since there is very little County, State and Federal parkland in close proximity to Patchogue, it is important that this standard be the Village goal. Of the six Suffolk County Villages with a population over 8,000, Patchogue ranks third in per capita parkland and last in the amount of parkland within a five mile driving distance. The Village has 38 acres of parkland and the Town of Brookhaven has 12.5 acres within the Village that can be used by Village residents. This amounts to a maximum of 50.5 acres or 45% of the recommended local park acreage. If the 12.5 acres of school property in the Village that is used for recreation were included, Patchogue would still be approximately 50 acres short of meeting the national standard.

#### Tax Assessments

High taxes, a high rate of inflation and an unstable economy are posing problems for many Long Island homeowners. Since both the Town of Brookhaven and the Village of Patchogue will reassess at full value by 1981, there is a potential impact on taxes and assessments.

Taxes based on the Town of Brookhaven assessments have a much greater impact on Village residents than Village taxes. The Town of Brookhaven collects taxes for Suffolk County, Brookhaven Town and the Patchogue-Medford School District. The taxes based on Town assessments comprise 73% to 92% of the total tax load as opposed to 8% to 27% for the Village tax. Patchogue has done a recent reassessment and should be commended for holding the Village tax rate fairly stable over the last ten years.

Since Brookhaven does not currently reassess older homes, new homes carry a disproportionate tax burden. The Town reassessment should correct this inequity so there will be an impact on older homes. According to the 1970 census, over half of Patchogue's housing units were built before 1940. It is evident that a disproportionately large number of older homes are owned by husband-wife families 65 and over and primary individuals (single persons) (See Table 12). In 1970 these groups could least afford increases in taxes and inflation since about 75% of both groups had an income of less than \$7,000 in 1969. Even with the 50% tax exemption for senior citizens, higher taxes and expenses would cause them some hardship.

Some conclusions were reached after examining a large sample of Town assessments and applying the equalization rates. It seems that newer houses carry much more of a tax burden than older houses. While there are many houses that appear to be under-assessed, there are also many that are over-assessed. The assessments on older houses are very inconsistent, and based on current value estimates, some are assessed much too high while others are assessed much too low.

Possible impacts of increased taxes and expenses are the lack of maintenance of houses and conversions to illegal two-family houses. A Town of Babylon study estimated that 10% to 20% of all single family houses in the

Town of Babylon were illegal two-family houses. Presently illegal two-family houses provide an increased demand on services while not contributing to support these services. The lack of maintenance and subsequent deterioration is a possibility if taxes and expenses become too great for the homeowner and do not allow him enough money for repairs. In other cases residents may even be forced to sell their houses on an already glutted market.

Since the Village of Patchogue and the Town of Brookhaven will both assess at full value in the next few years, any discrepancies between the two assessments will be easily discernible. When the state equalization rate was applied to the Town assessments and a factor of four was applied to the Village assessments, differences of over 250% were found between them. This would create grounds by which property owners could dispute either assessment and court cases would be sure to follow.

(See Page 56 for Table 12)

Table 12

OCCUPIED HOUSING UNITS BY YEAR  
STRUCTURE BUILTTOTAL OCCUPIED UNITS

<u>Year Structure Built</u>	<u>Total Occupied</u>	<u>%</u>	<u>Owner Occupied</u>	<u>%</u>	<u>Renter Occupied</u>	<u>%</u>
1960-1970	986	25.3	243	13.4	743	35.6
1950-1959	511	13.1	352	19.4	159	7.6
1940-1949	382	9.8	192	10.6	190	9.1
1939 or earlier	2,021	51.8	1,028	56.6	993	47.6
Total	3,900		1,815	46.5	2,085	53.5

HUSBAND-WIFE FAMILY

<u>Year Structure Built</u>	<u>Total Occupied</u>	<u>%</u>	<u>Owner Occupied</u>	<u>%</u>	<u>Renter Occupied</u>	<u>%</u>
1960-1970	58	16.2	3	1.4	55	39.3
1950-1959	37	10.3	26	11.9	11	7.9
1940-1949	29	8.1	17	7.8	12	8.6
1939 or earlier	35	65.5	173	79.0	62	44.3
Total	359		219	61.0	140	39.0

PRIMARY INDIVIDUAL

<u>Year Structure Built</u>	<u>Total Occupied</u>	<u>%</u>	<u>Owner Occupied</u>	<u>%</u>	<u>Renter Occupied</u>	<u>%</u>
1960-1970	177	20.1	5	1.9	172	28.1
1950-1959	84	9.5	21	7.8	63	10.3
1940-1949	80	9.1	32	11.9	48	7.8
1939 or earlier	541	61.3	211	78.4	330	53.8
Total	882		269	30.5	613	69.5

Source: U. S. Census, 1970

## Existing Zoning

The Village zoning ordinance presently has 10 categories; however, 7 are primarily business zones with little differentiation between them concerning uses and densities. There are only two residential categories and one industrial category. The apartments that exist are currently to be found in industrial, commercial and residential districts. The land that is set aside for residence "C" is often developed exactly the same as property that is presently in the residence "A" zone.

The separation of a portion of the Village into a central business district category, zone "D-3", is desirable along with the establishment of a district that allows office use. These two categories should be maintained and should reflect the plan recommendations.

The overzoning of certain categories, such as business or industry, encourages the scattering of these uses rather than a concentration and creates extensive neighborhoods of incompatible mixed land uses. Homes that are zoned in these non-residential categories often deteriorate while waiting to be absorbed into non-residential use. However, if there is not a great demand for these uses, the housing will exist with commercial or industrial uses interspersed within the neighborhood for many years.

At the present time there are 250 parcels within the Village's business zone that are currently vacant or used for residential purposes. Therefore, reductions in business zoning are possible to create a better match between the amount of commercial land needed within the Village and the parcels that are best used for commercial purposes.

The industrial use category also has a great amount of overzoning. More than 50 parcels are zoned for industrial use and are presently either vacant or used for residences. Commercial uses occupy many more of the industrially zoned lots.

The entire zoning ordinance does not reflect the land uses that presently exist within the Village since there is an overzoning for certain categories or no recognition of other important uses, like apartments and marine related commercial uses. A revision of the ordinance should reflect existing conditions that are likely to remain along with realistic changes that are likely to occur based on plan and economic considerations.

## RECOMMENDATIONS

### Proposed Land Use

The proposed land use map shows 10 use categories which summarize most of the plan recommendations. The zoning recommendations at the end of this section are designed to implement the recommendations in the proposed land use plan.

The land use plan indicates three industrial clusters, the waterfront marine commercial area and those portions of the Village designated for commercial use. The downtown business district is delineated along with the related parking areas that would be necessary to maintain a concentrated commercial core.

An area east of Rider Avenue is set aside for municipal offices to serve as an anchor for the central business district. The western end would have either more intensive commercial use or a relocated Village Hall, either of which would have the same effect of strengthening the area between West Avenue and Railroad Avenue. Two-family and multi-family use areas, most of which already exist, surround the business area.

The area between River Avenue and West Avenue can accommodate neighborhood commercial uses in addition to the light industrial uses along with new senior citizens and family housing plus an open space area that would buffer the sewage treatment plant. The remainder of this block plus the other blocks extending west of Tuthill's Creek should be part of a neighborhood revitalization area. The designation of the undeveloped portion of the Suffolk County Water Authority property as open space would form the western boundary of this neighborhood and would form a continuous greenbelt throughout the creek and pond area.

The area on the north side of West Main Street, which is west of Waverly Avenue, should be redeveloped with new housing units. The area fronting on

Waverly Avenue extending to the north of this site should be reclassified as a two-family zone to reflect the current use. The same use appears desirable on the south side of West Main Street just west of Tuthill's Creek. There is some expansion shown for apartments on River Avenue on two vacant or industrially used parcels.

The land use plan shows a few acquisitions that should be added to protect low lying areas or create small open spaces in parts of the Village presently lacking such use. Some of these can be acquired by purchase or by dedication when adjacent parcels are developed so that opportunities for pedestrian and bicycle paths will be increased.

#### Preservation of Historic and Architectural Resources

A key concept in the process of revitalizing the Village of Patchogue is the preservation of historic and architectural resources. These resources which have been underplayed are abundantly rich in this Village.

The preservation of Patchogue's historic and architectural resources will enhance property values, improve the downtown business volume, and generally make the Village more desirable to its residents and visitors, if the same process used in other villages and downtowns around the nation is any guide.

It is in the area of uniqueness of character that Patchogue will counter the suburban sameness of the new shopping malls which have of late threatened old American downtown areas. To activate the process of preserving Patchogue's cultural resources, the first step would be the awakening of an awareness among the citizens of the Village to the existence and extent of these resources.

#### Historic & Architectural Survey

To accomplish this goal of increased awareness and documentation of cultural resources, it is strongly suggested that an extensive historic and archi-

tectural survey be done by the Village. The entire community should be surveyed using the forms which can be supplied by the New York State Historic Trust. Volunteers could be used to carry out the survey with one or more local organizations\* or the Village acting as the sponsoring and coordinating agency. Once the inventory is completed, the Village will have the evidence needed to set into motion the continuing steps necessary to the ongoing process of preserving the Village's cultural resources and thereby improving the Village's image which is a vital link in any downtown and community revitalization program.

After the completion of the first phase of surveying, the Village will have the documentation in hand which will help it to identify accurately the outlines of historic and architectural districts. New York State Trust forms should be completed for these districts. All of these forms would be filed with the State which would apply for Federal recognition of them and addi-tion to the National Register of Historic Places.

The benefits of National Registration of Historic Places are that the buildings and districts so designated are accorded a degree of protection and are also eligible for matching fund grants from the Federal government, particularly assistance available under the Historic Preservation Act of 1966. The entire range of benefits, whether direct or indirect should be fully investigated by the Village as the benefits could prove to be substantial.

#### Historic Districts

The second phase of protecting Patchogue's cultural resources is to identify and legally set up actual historic and architectural preservation

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\* The Society for the Preservation of Long Island Antiquities has expressed interest in such a survey.

districts. The historic district map indicates some preliminary district outlines based on the initial survey. These include two residential architectural districts, one north of Main Street and a smaller one to the south. A predominantly residential historic preservation district is south of Main Street roughly following the configuration of South Ocean Avenue.

Special care must be shown in the area of the South Ocean Avenue Historic District because of the quantity of large houses there which are historically and architecturally significant and may be threatened by tax increases, possibly resulting from full value assessment schemes now in the works. Conversions to legal two-family or multi-dwelling status may have to be considered to preserve the economic viability of these fine old houses. The houses in the proposed architectural preservation district do not at this time appear to be as threatened economically but this problem warrants serious and prompt study if the designated districts are to be maintained.

Another commercial preservation district is envisioned in an L-shaped pattern, from the area of the Waverly Avenue terminus at West Main Street to the area of East Main Street at the vicinity of the superb "art moderne" facaded Post Office Building.

The precise outlines of these proposed districts must await the completion of a detailed survey before final designations are made. The most difficult problem to grapple with will probably prove to be the commercial preservation district because of its mixed nature, and precisely because of all the mixed uses in this proposed district, it is the one which needs the most assistance and "active" preserving. The other districts are almost intact and need the districting status more to preserve them as they are. But the Main Street district needs grants for restoring facades, creative adaptive reuse

schemes, and more active upgrading before it will yield its beneficial qualities for the Village.

The process of dealing with the commercial preservation district is more complex because it involves an area of Patchogue where visual values are not the highest, and the area where much neglect, and some degree of economic stagnation is apparent.

Grants for a design scheme and facade study for the proposed commercial preservation district, as well as funds for a downtown study are available from either the National Endowment for the Arts or the New York State Council on the Arts under their respective Architectural and Environmental Arts programs.

#### Lace Mill Preservation

The Patchogue Lace Mill, a great brick industrial complex on East Main Street is an important historic landmark. The mill is considered by the State to have both Town and County significance as a Long Island Landmark. Unfortunately, to date the mill hasn't received the attention it deserves in this regard. As Barbara Van Liew of the SPLIA in Preservation Notes (Vol. IX, No. 2, June 1973) states. . ."these 19th Century mill buildings with their elaborate brickwork of admirable detail are important because they represent a human scale and a social fabric which vanished in America in the early 20th Century".

It is suggested that the Patchogue Lace Mill be listed on the National Register of Historic Places.

The visual appearance of the mill and grounds should be improved. This would be done by:

landscaping the mill grounds,

painting wood detailing and windows white, restoring brickwork to original surface,

paving of on-site parking areas, and

construction of a walkway around the building so that pedestrians could enjoy all views of the mill.

There should be consideration of the future uses of the mill. If and when the light industry is phased out, new uses can include a commercial mall featuring fashionable boutiques, craftsmen's shops, artists studios and art galleries. Specialty shops and eating places also might be included.

Another alternative is the conversion of the Mill Complex into a combination Town and Village government center, or the use of the mill as a regional arts center and museum. This use probably would be of greatest historic significance since the very structure is a story of the social history of Patchogue and of the Town and County.

#### Other Activity Areas

Patchogue Village has a number of outstanding opportunities to enhance its image through the use of active historic preservation and revitalization of activity areas. Some of these areas are:

1. The foot of South Ocean Avenue where the previously identified historic commercial buildings exist. They overlap with the recreational opportunities available at the shorefront and this focal point could be quite an interesting tourist attraction.

2. The focal point or area of activity building up at the intersection of West Avenue and West Main Street. This area is the new gateway to Patchogue, particularly in terms of the new National Seashore terminal planned at the nearby riverfront. The proposed widening of West Avenue to the shorefront will create a "riverway" road. Nearby is the largest symbol of Patchogue, the Old Lace Mill, an adaptively reused mill and a monument of sorts. The underuti-

lized storefronts, just to the east and west of West Avenue (on the south side of Main) could become a district of artist's boutiques and leisure time activities. They could relate to the increased tourist traffic that will be coming into the area when the new Fire Island terminal is completed.

#### Museum Proposal

The idea of a permanent Patchogue museum is one which should be given serious consideration since it would enhance the historic preservation activities. It is a much needed educational facility that could do much for Patchogue, not only as a sort of informational clearinghouse, but as a learning center for the public. Walking tours with signs indicating important historic sites in the Village could radiate from the museum. Existing commercial, industrial or public buildings could be modified to house such a facility.

#### Environmental Proposals

##### Flooding

The flood areas mentioned in this report should be carefully monitored during an entire year to determine if any action needs to be taken.

Any plans for the waterfront should take into account possible flooding from a major storm. Land use restrictions, setbacks and minimum elevations should be established in those areas.

Action should be taken to halt the shoreline erosion at Shorefront Park.

Any development near Tuthill's Creek and north of West Lake should take into account the impact it would have on the natural environment. An attempt should be made to preserve some of the wooded areas and some natural areas as they are important animal habitats. The area between West Lake and Pine Lake is one area that should be preserved.

### Sewage Treatment

The existing Village sewage treatment plant at the head of the River will have to be upgraded and should be expanded to at least serve the entire Village. The revised plan of study to evaluate the needs for wastewater treatment in the Patchogue area must be done in the next few years. Proposals for such a 201 plan are presently being considered for approval by the New York State Department of Environmental Conservation and the Federal Environmental Protection Agency.

Whatever the results of this study, the land use recommendations mentioned earlier propose adequate buffers around the existing site so that it could be expanded without having an adverse effect on any residential areas. If the plant was to be relocated to a larger site outside of the Village, the present property could be turned into recreational use.

### Housing Proposals

In general, it is recommended that Patchogue Village continue to encourage a varied selection of housing to meet the needs and preferences of families and individuals from diverse age and economic backgrounds. Specific problems to be addressed are the upgrading of substandard housing, the introduction of additional multi-family housing, and the adoption of precautionary measures to ensure standard, safe housing for all if the upcoming Town reassessment of real property creates financial burdens for particular homeowners.

Substandard and multi-family housing are addressed jointly because, in some instances, the removal of substandard housing will be recommended to accommodate multi-family housing. A systematic schedule of improvements should be adopted, beginning with an area of significant decay. A comprehensive approach to revitalization in such an area will result in a visible model which can serve to stimulate improvement in surrounding areas.

The recommended area for number one priority action is located to the east and west of Patchogue River, south of West Main Street and bounded on the east by West Avenue, encompassing both sides of South Street and bounded on the west by River Avenue. The vacant land just west of the river is possible for development into publically assisted Family Housing. It is recommended that parcels on South Street presently accommodating substandard housing be cleared to make room for a high rise senior citizen housing project financed by the Federal Section 8 program. Coordination of the two projects could yield an architecturally stimulating multi-family grouping, making an effective contribution to the rejuvenation of the entire surrounding area. Designed to maximize the visual effect of the River, the two projects could share, by means of a small foot bridge, the South Street Park recommended in the Recreational Section. Small businesses to the north on West Main Street are in walking distance and would accommodate the area's neighborhood shopping needs in addition to serving as a nucleus for further neighborhood business expansion onto the northern side of Hammond Street. Stores requiring rehabilitation work should be encouraged to complete the work as soon as possible. Working through Community Development and Economic Development funding, the overall project should be accomplished as a package. Such an improvement would provide long-term stability to the area as well as safe, attractive housing for families unable to find decent accommodations otherwise. The multi-storied Senior Citizen apartment would serve as a visible Village entry symbol on the southwest side of West Main Street, balancing with the picturesque historic mill to the north.

The area just southwest of the proposed new housing, bordered by Patchogue River on the east, the railroad on the south, Tuthill Creek on the

west, and West Main Street to the north, should be rezoned to residential and designated as a neighborhood preservation area. Since much of the area is already occupied by stable residential structures, rezoning to residential would afford protection against future encroachment by industrial growth and protect neighborhood housing investment. Rehabilitation of substandard housing and clearance of junk and debris should be accomplished as one of the short-term housing goals for the Village. The Patchogue River provides a natural buffer to the industrial and commercial development east of the River. Teamed with the Section 8 Housing project, an upgrading in this area would provide an uplift to the declining west end.

Just north of West Main Street, on Tellman Court, is a cluster of deteriorating homes. This area is one suggested for future clearance and redevelopment into garden apartments.

West Avenue is expected to gradually redevelop into commercial usage by private investment interests. As the nearby area to the west becomes more densely populated as a result of the new apartment structures, supporting professional and other service businesses will be required. The housing on West Avenue north of Amity Street lends itself to conversion activities as needed because of its proximity to the redevelopment area as well as to present commercial development. It is recommended that no Village rehabilitation funds be spent on residences located on this portion of West Avenue.

A cluster of substandard housing, formerly seasonal cottages, on Hollow Walk, Pine Walk and Cedar Walk, is recommended as the target for future rehabilitation funding. Most of these houses, in addition to displaying substantial characteristics of deterioration, lack foundations and other year-round features.

Rehabilitation activities should be directed systematically to scattered substandard housing, particularly when the deterioration of individual units is adversely affecting the values of surrounding units.

### Central Business District Proposals

Patchogue Village should marshal its forces to establish and maintain a preeminent position as the community retail center for the area. Already a leading commercial and employment center, the Village can capitalize on its present diversity, enhancing it by offering a wide variety of goods and services in an attractive setting within easy access of a broad range of consumers. Protection of the central business district as the prime Village resource is vital to the economic viability of the area. The CBD now provides the most employment, the greatest consumer and business attraction, and the highest tax yield per acre. With proper planning, the Village can stem the present decline trends evident in portions of the CBD and assure first-rate commercial vitality for the future. Diversity, present and future, offers a theme for the continuing development of the Patchogue Village CBD.

#### Anchor Stores

In the interest of strengthening the sales and drawing power of the business district, private owners of present anchor stores should be encouraged to broaden their retail stock and enlarge their floor space. As is evident from the 1972 Major Retail Center Census, the presence of large department stores offering a variety of merchandise significantly stimulates retail sales. Designation as a Major Retail Center in itself offers distinct advantages. Statistics and maps for MRC's are published in a Major Retail Center manual regularly consulted by marketing firms, banks, businesses and

others making organizational plans and decisions. The Patchogue CBD in its present state cannot hope for designation as an MRC unless the U. S. Census Bureau guidelines are revised, or until the CBD can claim a department store of one-hundred thousand or more square feet within its boundaries. Expansion or relocation of retail space to reach this magnitude should be fostered for its intrinsic value and for the leverage it would contribute to the growth of the Patchogue Village CBD.

#### Variety of Retail Goods

The Village CBD already offers a selection of retail items of varying quality and price, providing a solid base for expanding the variety of merchandise to attract a broader consumer market. Twenty-three vacancies within the business district assure the possibility of locating some of these new businesses rapidly. New specialty shops offering goods not now available would be logical candidates for the smaller available spaces. The Village should attempt to attract entrepreneurs specializing in the sale of art supplies, hobby, toy and games merchandise, antiques, floor coverings, beverages, dairy products, bicycles, tools and plumbing supplies, categories which are missing in Village specialty shops. In addition, specialty lines that have been successful in other retail centers should be encouraged to supplement the present retail offerings. These include kitchen specialty or gourmet foods, wigs and hats, lighting fixtures and book stores among others. Stores selling better clothing at lower prices, such as Jefferies in Port Jefferson Station and Commack or Burlington Mills in Lake Grove, guarantee a heavy turnover of consumers as do discount drug stores, such as Genovese or Super X. A store, similar to the Pottery Barn in New York City, specializing in quality pottery, glassware and kitchen tools at significantly

reduced prices might draw customers from all over Suffolk County since no such store now exists in the County. These moderately sized stores should be strategically located to attract consumers to the declining segments of the business district.

#### Arts and Crafts Zone

It is recommended that the two blocks north and south of West Main Street and bounded by Havens and Railroad Avenues to the east and West Avenue to the west be designated as an Arts and Crafts Zone. Other local communities, particularly those attracting significant numbers of tourists, have revitalized their business districts by encouraging this kind of development. Port Jefferson Village provides a notable example of successfully blending the attributes of an existing business district with the rehabilitation and construction of attractive new retail spaces to accommodate arts and crafts stores of wide appeal. Patchogue Village in general and the west end business district in particular have characteristics which will adapt readily to the accommodation of small arts and crafts shops.

Several period buildings on West Main Street including the historic Mill offer a compatible visual setting for an Arts and Crafts Zone. In the near future, a large number of National Seashore tourists will be routed south on West Avenue to the proposed Ferry and visitor center. The Arts and Crafts Zone would be readily visible to this Seashore traffic and present an inviting threshold to the main business district. A portion of these tourists could be attracted to peruse the shops in the area.

The availability of space and lower rents in the west end would make it possible for an artisan to quickly occupy a shop he might not otherwise be able to afford. Many of the buildings, with minimal renovation, would provide an appropriate backdrop for the display of arts and crafts and allow enough space in many instances for a demonstration of crafting techniques.

Weaving, ceramics, chair caning, quilting, and metal working are examples of techniques employed in hand crafts. A shop could feature a single craft, or groups of crafters could form a guild or cooperative enterprise in a larger space. A cooperative might take the form of an offering of several different types of craft products where responsibility is shared for rental and other overhead expenses and for selling the various items, allowing the individual craftsmen more time for production of new items. A single hand-crafted item might also be featured in a single cooperative store. For example, if hand-made dolls were offered, several doll crafters could share quarters where various types of dolls, doll clothing, and individual items needed for doll-making were sold. A doll hospital, such as one formerly located in Patchogue Village, could repair both hand-made and manufactured dolls. All items and services could also be offered to mail-order customers. Such a business would benefit the existing Patchogue Doll Club and might help publicize the annual Doll Show.

A quaint antique shop and a successful marine equipment store along with other enterprises already located in the area would be definite assets as established businesses. Where needed, owners could be encouraged to make minor but meaningful improvements which, combined with the new arts and crafts stores, would upgrade the area significantly. Appropriate cosmetic improvements at the historic mill, including proper landscaping, are vital because of its size and location at the west entrance to the CBD. A list of contacts to assist in planning for services and office space for this special district appears in Appendix Q.

#### Services and Office Space

The occupancy of space within the CBD by offices and services is essential to the economic stability of the Village and should continue to be en-

couraged. As growth and development of other Village segments proceeds, the need for supporting personal, business and recreational services will increase and should be stimulated as the need is perceived. An active campaign should be undertaken to provide cooperative incentives to attract business firms and governmental agencies into available office spaces with special emphasis concentrated on the construction of a major office building at the eastern entrance to the CBD to serve as a focal point and anchor. This building would be planned to accommodate governmental entities and is described in more detail in the Governmental Offices Proposals section. A list of Selected Service Industries as defined in the Standard Industrial Classification Manual is included as Appendix M.

#### Consumers and Publicity

Given that a variety of desirable goods is offered for sale at competitive prices in an easily accessible pleasant location, two critical steps are necessary - - locating potential consumers and informing them what, where and when goods can be purchased. There is no shortage of shoppers for the variety of retail items for sale now or in the future for Patchogue Village, but, it is a continuing job to identify and inform them properly.

With up to forty-five percent increase in population expected in 1995 in the prime area of attraction within a five-mile radius of the Village, about seventy-five hundred additional families will require goods and services in a twenty-year period. At present, there are approximately seven-hundred such families in this five-mile radius. Some of the wage earners from these families are holding down jobs five days a week within the Village boundaries as part of a workforce that numbered around seventy-five hundred in 1970 and may increase in the future. Others are commuters to the city, via the Long Island Railroad, who use Village parking lots for their automobiles. Eighty-one percent of the respondents from the recent Railroad

Parking Lot Survey were non-village residents. Applying that percentage to capacity parking in the three commuter lots, up to three-hundred seventy wage earners a day come into the Village en route to city jobs. Many clients visit local governmental and private offices on a daily basis and more and more tourists will be coming into the Village en route to the National Seashore. Other potential shoppers are as close as major transportation means and competing retail attractions permit. Among these long distance shoppers, many were regulars before the construction of the major malls. Most important of all, over thirty-five hundred households claim Patchogue Village as their permanent residence. The Village then has at least five major categories from which to attract consumers: 1) the permanent residents; 2) the daily workers and commuters; 3) the clients and tourists who visit occasionally; 4) the residents living in the prime area of short travel distance within a five-mile radius; and 5) the long distance shoppers who find it convenient to travel for specific retail attractions.

It is recommended that the Village, working through the Chamber of Commerce, promote the Patchogue Village central business district as the community shopping center for the area, a viable alternative to competing planned shopping centers and indoor malls. Specific consumer groups should be pinpointed as the focus for specialized publicity campaigns. These groups can be informed regularly of the positive aspects of Village shopping, among them the intimate historic Village setting; convenient parking; diversity of retail offerings and prices; a variety of interesting restaurants and luncheonettes; proximity to summer recreational facilities; new Arts and Crafts zone; and the personalized retail services offered, in many cases, by local proprietors. Such promotions could be centered around a single asset or product group or encompass a broader theme.

Special attention should be given to the graphics and text of advertisements so that they have appeal to appropriate consumer groups and convey an effective message. A page jammed with ads and words conveys an image of clutter within the shopping area itself and is not inviting to the reader.

Sample pages from two local newspapers contrast with a page from a recent Patchogue Village advertising supplement from NEWSDAY. (Appendixes N, O and P). Although Appendixes N and O contain more ads, the individual messages stand out clearly, while the supplement (Appendix P) does not read well. Appendix N is a good example of projecting a corporate image in a group of ads. The pen and ink sketch and text combined with the symmetrical arrangement of ads works successfully to project a unified whole without sacrificing the interest of individual ads. Patchogue Village has many inviting vistas that can be photographed or sketched and used to enhance and unify a collection of ads. Consultation with professional design schools or investment in the skills of a professional artist would be well worth the cost in time and/or money. (See Appendix Q for list of contacts).

Individual merchants, who initially may offer some resistance to any change in the format of individual ads within a supplement, stand to gain, along with the entire CBD, from a campaign designed to capitalize on Village assets through a collective image.

#### Business District Improvements

Working in conjunction with overall goals for future Village growth, a commercial district revitalization program should be developed. Such a program would provide low cost loans to qualified merchants who wish to rehabilitate deteriorating structures or upgrade existing structures by facade improvement. For maximum effect, the loan program should coincide with the

implementation of other short-term proposals of specific impact to the CBD, such as traffic, recreational, historic, and aesthetic improvements.

Merchants should systematically inspect their structures for signs of deterioration. Buildings that have one or more intermediate defects - loose, missing or rotting materials, broken windows or gutters, faulty roofs or chimneys, cracked or damaged foundations, holes or cracks in walls or other signs of neglect which could lead to serious structural deterioration or damage if not corrected are categorized as deteriorating. Structures classified as dilapidated have a combination of the above intermediate defects or one or more critical defects (fire damage or a single defect covering a large portion of the building), providing unsafe or an inadequate shelter and endangering the health, safety or well-being of individuals. Such buildings need immediate attention and private or subsidized financing should be sought.

Examples of facade improvement include use of cost-effective cosmetics such as paint, shutters, removal of facings to reveal original siding, and one-color trim. A professional advisor provided by Village CD funds and/or a counselor specializing in historic restoration should be available for consultation with participating owners. Appendix Q lists guideline resources for rehabilitation and facade improvements.

In addition to private investment monies, Community Development funding could be used to write down the cost of conventional financing for the rehab-facade improvement work. Generous repayment terms should be allowed as an inducement for storeowner participation. For maximum impact, funds for other CBD improvements should be sought concurrently so that improvements in all central business district areas can be accomplished as part of an overall project.

The importance of upgrading the CBD to the development of the entire Village is paramount. Village officials, working through other governmental and private individuals and groups, should plan systematically to institute the various factors that will work to preserve and improve the CBD for present and future economic viability. A larger department store; an increase in retail, service and business offerings; the elimination of vacancies and upgrading of buildings; historic and visual improvements listed elsewhere in this report; and the institution of an Arts and Crafts zone are all important developmental steps which, if properly promoted to the pertinent consumer groups, can lead to the business district vitality the Village is seeking.

#### Pedestrian Proposals and Aesthetic Improvements

Providing pedestrian links to the water areas (Patchogue Lake and Patchogue River) is one method of rejuvenating the west end of Main Street. Another improvement tied in with pedestrian ways would be the introduction of a strong node of activity to act as a transition between the existing west side and the water areas. This could take the form of an intensively used fast food establishment or other business which has the ability to attract many people. People are the ingredient which is required to rejuvenate this area. People attract more people which in turn keep the entire business district active.

There are other opportunities to improve pedestrian traffic by restricting vehicles on sections of Ocean Avenue, Oak Street, Haven Avenue, Railroad Avenue, and South Street; the widening of the sidewalks on Main Street by eliminating parking and thus providing more trees and sitting areas for pedestrians. A sign continuity program\*, covered walkway areas and the provision

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\* In most of the Village the commercial signs in use are tastefully presented. The signs that appear overly ostentatious are the few located on roofs of buildings along Montauk Highway at the western end of the Village. A sign ordinance should be instituted that will prohibit this kind of sign.

of a central focal point in the form of a part off Terry Street would improve the appearance of the Central Business District and make it more attractive to pedestrians.

Providing more public sitting areas would be an excellent service to tired shoppers. In line with this some outdoor seating areas adjacent to high intensity uses would be an excellent means of contrasting various activities. The activity of people walking can also be contrasted with plants, verticals in the form of information, location, lighting, sculpture, and fountains. Intensity of use can be further contrasted by increasing the density of these verticals at high activity areas (see tree planting on CBD Plan). Pavement texture variation is another means of contrasting various use spaces.

#### Governmental Offices Proposals

Maximum effort should be extended by Patchogue Village to retain present governmental units located within its boundaries and attract new ones. These offices not only serve to strengthen central business districts in which they are located, but they introduce additional employment possibilities for local residents. Workers and clients alike, no matter what their communities of origin, have opportunities on a daily basis to spend money for services and goods within the Village. In many cases, monies are spent to alter or improve individual facilities. In any case, Patchogue Village stands to gain by a close degree of association with the various jurisdictional levels of government.

Liason with other governmental levels might be established by the appointment of a committee assigned by Village government to work out alternatives for problem solving and space acquisitions. (See Appendix R for list of governmental officials concerned with facilities procurements and

allocations.) Committee responsibilities would include coordination of plans for future location and relocation of governmental departments and stimulation of private endeavors offering facilities for rent or sale.

A private investor should be encouraged to finance a high-rise building on the south side of East Main Street at the eastern entrance to the Village CBD which would serve to accommodate governmental units seeking future space. The building, with proper architectural design, would be a focal landmark to signal entrance into Patchogue Village for northern and eastern visitors. Individual spaces within the multi-storied building should be tailored to the specifications of participating governments as well as private, related businesses.

Relocation of the Village Hall and related departments on West Main Street might be considered as a future alternative. New Village quarters in the west end would revitalize the area, implanting a new physical structure and human organization which would serve an anchor function in attracting activity to this part of the business district.

As governmental entities move to new facilities, every effort should be extended to accommodate another governmental unit in the vacated space, particularly if it is a large, separate building. An example is the present library building which will be available when alterations are complete in the new facility on East Main Street.

Contact with individual jurisdictional units will update future relocation needs. At present, the Suffolk County Sixth District Court, Department of Health, and Office for the Aging are among those seeking future accommodations.

Activity in holding and attracting governmental office locations within the Village should be immediate and ongoing.

## Transportation Recommendations

### General

The major goal of this section of the Master Plan is to develop a transportation improvement program which will provide adequately for the future needs of the Village of Patchogue. This goal can be achieved through the development of a short range transportation improvement program (1-3 years) which focuses on improved utilization and management of the existing transportation system and a long-range transportation improvement program involving major roadway and transportation capital expenditures over the next twenty years. (See Summary in Appendix S).

The goal of the transportation improvement program can be reached through the following series of objectives:

- installation of modern, traffic-responsive traffic signal control equipment on a Village-wide basis
- provision of additional off-street parking spaces, especially south of Main Street between Railroad Avenue and Rider Avenue
- establishment of alternate and east-west facilities in proximity to Main Street
- establishment of a continuous and adequate ring-road system along the perimeter of the business district

The goals and objectives listed above are very general but should be considered in any future planning decisions such as zoning changes, building permits, or Village acquisition of property. To this end, the following list has been established as a guide of key parcels of land whose future acquisition should be pursued:

- Main Street @ River Avenue, southwest quadrant
- Ocean Avenue @ Terry Street, northeast quadrant
- Ocean Avenue @ Church Street, northwest quadrant
- Ocean Avenue @ Oak Street, northeast quadrant

#### Short Range Plan

#### Traffic and Parking

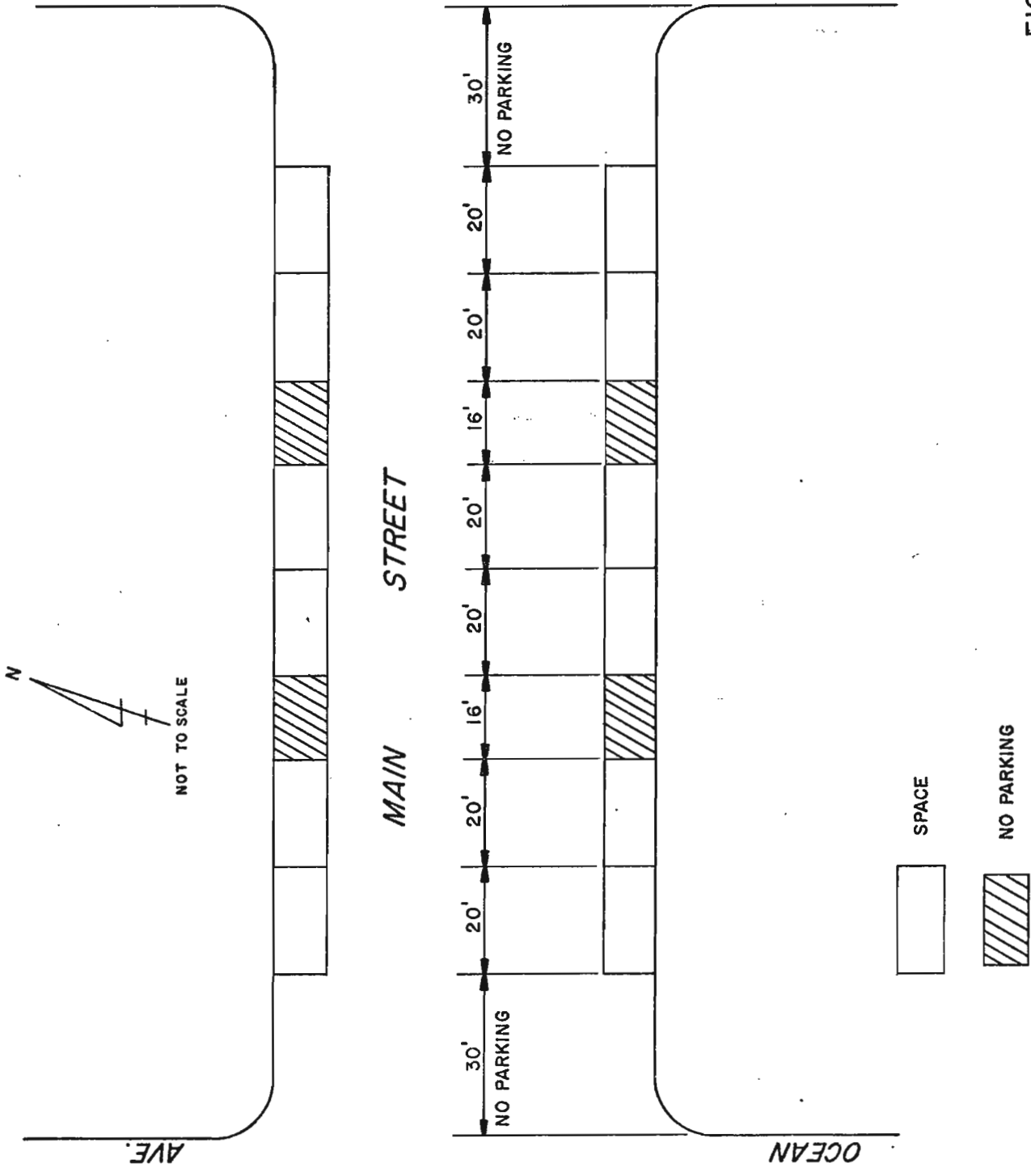
This section will deal with more specific proposals for alleviating the existing problems and near future problems and that are oriented primarily towards optimizing the existing system rather than major reconstruction projects.

Initially, the signal timing and coordination along Main Street and Ocean Avenue should be fine-tuned in order to achieve the maximum efficiency possible from the existing signal equipment.

From a traffic flow standpoint, a modern signal system along Main Street should be the next step towards optimizing the circulation of traffic and also the easiest construction project to achieve. Ultimately, it will be desirable to modernize all of the traffic signals in the Village, but the greatest impact will be felt on Main Street.

Furthermore, additional off-street parking in block F should be provided as soon as possible since present parking is over-capacity at the present time. In conjunction with the provision of these additional spaces, on-street parking should be removed from South Ocean Avenue between Main Street and Church Street to increase the capacity of the highly congested Main Street/Ocean Avenue intersection.

The next priority should be given to a direct connection between Lake Street and Maple Street which will divert traffic from Main Street directly into the northern parking facilities. This connection is illustrated on the map of the Proposed Network Improvements (Figure 5).



**FIG. 6**  
**TYPICAL TANDEM**  
**PARKING CONFIGURATION**  
 SUFFOLK COUNTY DEPARTMENT OF TRANSPORTATION  
 TRAFFIC SAFETY DIVISION

Finally, in order to reduce the accident experience involving parked vehicles and to reduce the side friction on through traffic from vehicles entering and leaving parallel on-street parking spaces, it is recommended that a tandem parking space configuration be installed on Main Street, as shown in Figure 6. This has proven to be effective in other areas and will not reduce the available on-street parking to any great extent.

#### Public Transit Improvements

All transit routes which service Patchogue, with the exception of the Village Minibus, provide service to several other communities. As such, many of the transit-related transportation problems affecting Patchogue are somewhat beyond the direct control of the Village. However, the recently issued Comprehensive Transportation Plan for Suffolk County does include a series of short-term recommendations which could directly improve transit operations in and around Patchogue.

Specifically, the first stage of the transit element of the plan, referred to as Phase I, would result in the development of a new bus route between Patchogue and Commack via the Veterans Highway corridor. The route would also provide transit connections to industrial and office complexes, the Long Island MacArthur Airport, government facilities in Hauppauge as well as providing connecting service to the Town of Huntington "HART" bus system.

In addition, Phase I includes the development of "feeder" routes similar to the Village Minibus operation. Some of these services are to be developed in communities adjacent to the Village. The feeder routes could facilitate increased bus trips to and from areas of North Patchogue, Medford, Holbrook, North Bellport and East Patchogue. Route-deviation services would be incorporated into the feeder operations for certain categories of handicapped individuals.

Priority should be given to the development of more frequent and direct bus service between the Village and the Brookhaven Memorial Hospital. This transit link should be improved regardless of other recommended improvements.

Another short-term improvement to transit services in the Village includes an upgrading of the rolling stock now in use on regular transit routes.

The County anticipates acquiring new transit buses by early 1980. These buses will be assigned to route service as replacements for present old and unsuitable uses in public transit operations. This will affect most of the buses entering Patchogue each day. The new buses will enhance rider comfort and improve service reliability as well as improve system visibility, all of which will serve to increase bus ridership and mobility in and around the Village.

#### Operating Assistance

It is recommended that the Village Minibus service participate in the County-sponsored reduced fare program for senior and handicapped citizens. The program permits these individuals to ride buses for a single one-way fare of ten cents and will guarantee the Village, through monthly payments from the County, full fare revenue (\$0.25) for each reduced fare ride taken on the Village bus. In addition, program participation will enable the Village to receive State-funded transit operating assistance. These payments are made through the County to bus operators on a formula basis (currently \$0.09 per revenue mile and \$0.014 per revenue passenger) and are made on a quarterly basis.

Countywide experience has shown the reduced fare program to result in higher ridership on buses. In this way, Patchogue residents will benefit from lower fares, the Minibus will likely expand its transportation function

through improved ridership and the program will generate higher revenues to financially assist the continued operation of the bus service.

Finally, the Village bus service is likely to be eligible for Federal operating assistance to help offset operating costs. A limited amount of money is available through the County for this purpose. The Federal funds, known as Section 5 funds, can be used to reimburse the Village for up to 50% of the difference between the actual operating cost of the bus and farebox revenues. The Village should request the use of these funds.

As a minimum, placement of bus shelters is recommended along Waverly Avenue and West Main Street near apartment complexes and on Main Street at present stops at both ends of the business district. Also, in the event that the former Seton Hall High School is developed for active use, shelters should also be placed on Roe Boulevard at that location.

The Village may acquire bus shelters with the assistance of Federal capital assistance grants or the Village may wish to contract with a private firm which will supply and maintain the shelters at little or no cost to the Village. Such firms derive their revenues from advertising placed on the shelters and are often required to make regular payments to the municipality as part of the contract arrangement.

In addition, sections of bus routes throughout the Village lack bus stop signs. It is recommended that the Village place such signs at regular intervals along these routes. The Suffolk County Department of Transportation can provide assistance in locating appropriate locations for such stops.

Improvements are required for bus route schedule coordination and transfer possibilities. Although some changes in schedules will permit better transfer opportunities, the greatest potential for schedule coordination will occur from higher service frequencies. This, however, is a function of Countywide

improvements to transit services which would only occur after the initiation of Phase I services.

The consolidation of route termini and crossover points between the Village Minibus and the intercommunity routes could enhance transfer possibilities for transit passengers.

In the short term, it is recommended that the Village Minibus and intercommunity routes be coordinated, to the extent possible, at or near either of the present Main Street bus stops within the business district, or at a centralized location near Ocean Avenue and Terry Street. These stops are presently used by the majority of passengers in Patchogue. The stops provide direct and convenient access to shopping and employment. In addition, these locations are well lit and in active areas and represent secure and attractive environments for passenger waiting areas.

If the Village desires to pursue other long term recommendations included herein regarding the development of parallel roadways behind Main Street and the redevelopment of rear store areas, then one or both of the Main Street stops could be moved from Main Street without any loss in convenience or suitability for passenger waiting areas. However, improved vehicular access should be provided to accommodate the regular and safe operation of full size transit coaches to these locations.

#### Commuter Parking Proposals

Although the three parking lots provided by Patchogue Village for L.I.R.R. commuter parking are used to capacity, construction of an additional parking lot is not recommended at present. Sharing parking accommodations with the National Seashore and altering the use of present lots is expected to yield ample future parking, both for commuters and National Seashore visitors.

Guidelines provided by the Suffolk County Transportation Department stipulate that parking lots filled to 85.0% of capacity are considered "at capacity" for planning purposes. In recent Planning Board field survey observations, total spaces in the three lots were filled to approximately 90.0% of capacity. Two of the three lots were completely filled, while the third lot, on West Avenue, was only about two-thirds full.

In addition to a possible increase in number of commuters riding the L.I.R.R., the National Seashore ferry will attract numbers of visitors who will need parking facilities in the railroad station vicinity. Plans for the Seashore facility now call for a two-hundred space parking lot diagonally across from the Division Street lot, about a thousand feet from the station area. Since the Seashore will attract the maximum number of visitors on weekends and the commuter parking is at peak on weekdays, it is recommended that the Village reach an agreement with Federal officials wherein facilities will be shared on days of maximum need. Monday through Friday overflow commuters would be permitted to park at the Seashore lot, while Saturday and Sunday overflow tourist cars would be accommodated by the three commuter lots. Transportation Department guidelines indicate that commuters will walk up to twelve-hundred feet to park their cars. In the community of Huntington Station, commuters walk as much as two thousand feet from cars to trains. Since the Division Street parking lot is within twelve hundred feet of the planned site for Ferry parking, alternate patterns of usage should allow ample parking space for both commuters and visitors if a new policy and physical changes are adopted by the Village.

Publicity of increased security and the addition of signs might encourage more usage of the West Avenue parking lot. Commuters who are wary of the West Avenue parking lot because of recent vandalism might be more inclined to use

this facility if security were increased, and if the security were well publicized. Such publicity would not only inform commuters of the Village intention to assure safe parking, but would also help to discourage vandals. Signs should be posted in the Sephton and Division Street lots to direct overflow parkers to the West Avenue parking lot.

To increase the parking capacity in the Division Street lot, it is recommended that the thirteen spaces now reserved for individual taxi firms be converted to commuter parking spaces. A queuing system for the taxis should be professionally planned by a traffic engineer before conversion takes place to assure a smooth transition.

Patchogue Village residents should be accommodated in a reserved parking area using parking stickers for identification purposes. In the recent survey, twenty percent of the respondents were Village residents. Applying that proportion to total spaces, up to one-hundred spaces might be set aside for resident use as demand dictates.

The fifty parking spaces equipped with coin operated meters were originally planned as spaces that would be used primarily for riders other than regular commuters. Actual usage, however, has been mostly by commuters. These spaces fill up by 6:30 or 7:00 a.m. along with all other available spaces. It is recommended that these spaces be reverted to free parking status as it does not appear to be equitable to penalize a few commuters while the remaining cars park for free.

Survey respondents suggested that additional train stops east of Patchogue might reduce the number of commuters who find it necessary to use the Patchogue Station. If future overcrowding occurs in the three railroad parking lots, Village officials may want to consider the option of discussing additional stops east of the Village with Long Island Railroad

officials. However, any plan to reduce the number of commuters entering the Village should be weighed against the value of those commuters as potential consumers with daily opportunities to purchase retail goods within the Village.

In the meantime, the present three commuter parking lots plus the anticipated National Seashore parking lot should provide ample parking for peak commuter and tourist usage patterns.

#### Long Range Plan

##### Traffic and Parking Improvements

The ultimate highway network plan for the Village is illustrated in the Proposed Network Improvement map.

This includes the following:

- roadways paralleling Main Street on the north and south to reduce the amount of traffic Main Street is forced to accommodate.
- a north-south roadway extension of the NYS Rt. 112 corridor to Baker Street-Division Street to allow traffic destined for the ferry terminal, recreation areas, and municipal buildings, to by-pass the Central Business District.
- widening of West Avenue to accommodate the anticipated increase in traffic generated not only by the ferry terminal but by the growth in the recreational areas proposed in the land use plan and the business district.
- a new roadway bordering the eastern edge of the Patchogue River to afford access to the land uses proposed for this area. This can be accomplished by connecting existing segments of roads in the area.
- increased off-street parking, commensurate with proven demand, to enable the business area to grow.
- modern traffic signal equipment and systems to optimize the traffic flow throughout the Village.

A priority listing of all of the specific proposals is located in the Appendix S as an aid to the officials responsible for the implementation of this plan.

Lastly, it is strongly recommended that, along with the foregoing proposals, the rear entrances of businesses in the Village be improved so that they are attractive and accessible as the front entrances. A shopping trip, as with other types of trips, is a combination of vehicular accessibility, parking, and pedestrian convenience. Interruption in any one of these elements could very likely divert that trip to a different shopping area.

#### Public Transit Improvements

Similar to the recommended short term transit improvements, most of the long term recommendations by the Transportation Department (five years and later) are beyond the direct control of the Village.

However, the following standards are recommended as achievable service levels which will provide convenient and usable transit services for the Village.

- . Seven day a week service
- . Sixteen hour a day service on weekdays
- . Service frequencies of one hour or less on all intercommunity routes with service every half hour during peak travel periods on some routes.
- . Schedule coordination with service emphasized to the railroad station on the majority of bus routes.
- . Uniform fare structure with passenger transfer provisions
- . Direct bus service to the north shore
- . Direct bus service to the growing County Office Center complex in Yaphank with extended service to Middle Island.

To improve the flow of nearby traffic, bus turnouts should be provided as a minimum at stops serving the business district. Special passenger loading areas could be provided at rear store areas, with bus staging areas located away from the immediate proximity of the stores.

It is recommended that the Village consider the future expansion of daily hours of service and days of service for its minibus operation.

Lastly, the Long Island Railroad should be developed for local intra-county uses in addition to its present New York service orientation. A restructuring of fares and service levels could provide good local transportation for Patchogue residents travelling along the County's south shore. It is also recommended that the railroad accelerate its plan for the extension of electrified service to Patchogue.

#### Recreation Proposals

The Village of Patchogue has good existing recreation facilities; however, there are many things that can be done to enhance the facilities. The lack of some open space near the central business district is a major concern. Better use of Patchogue's extensive waterfront is needed, since waterfronts are aesthetic resources that should be available to the public, wherever possible.

The two vacant lots, on the east side of Patchogue Lake, at the end of Lake Court should be acquired for a small park, since they are the last remaining vacant lots on the Lake. The small woods there should be retained as a last vestige of woods in that area. This park would be close enough to serve the central business area. A walkway connecting East Second Street to this park would provide increased access to the lake, a walking place for the residents in the apartment houses west of the lake, and a link by which residents west of the lake could walk to the central business area. A row-

boating and canoeing concession could become a valuable asset if it were located on the south end of Patchogue Lake where it would be within walking distance of the central business area. There is vacant land nearby that could be used for parking. Row-boating would greatly enhance the total recreation space and provide a greater diversification of recreation activities. A jogging path around Patchogue Lake would provide a scenic and healthy exercise experience. Some right-of-ways would have to be obtained around the lower portion of the lake while roads could be used around the upper part of the lake.

A park should be developed in the CBD preferably in the vicinity of Terry Street. This park could attract shoppers with children by operating a supervised playground and a babysitting service. It could also be worked into the Village's "Babysitting Course" for practical experience.

A wooded picnic area is recommended to augment the Four Sisters Park. This could be located adjacent to and northeast of the park. This would also prevent development on this flood prone land.

The establishment of a bikeway system would greatly enhance Patchogue Village. The Village is the perfect size to benefit from a bikeway system since the maximum distance, from any one point to another, is 3-1/3 miles or a little over twenty minutes for the average rider.

A proposed bikeway system can be seen on the recreation map. The heart of this system is the lower loop which ties together the ferry terminals, bay front, all southern parks, two schools, the CBD and Patchogue's largest residential area. The upper loop provides access to Patchogue Lake, a park, the forthcoming St. Joseph's College and the CBD. The two bikeways to the west are primarily to provide safe access for the residents of that area to services in other parts of the Village.

This system has several worthy attributes besides the obvious health and recreational benefits. The system would provide some safety for bike riders, especially children who would use the system to get to school. The highly efficient bicycle conserves energy, is non-polluting and decreases reliance on automobiles. Bikes conserve parking spaces since a dozen or more bikes can fit in the same space as one car.

Bikeways would provide a low cost means of transportation, especially for the large number of low and moderate income people in Patchogue. Patchogue has one of the lowest, if not the lowest, ratio of cars per housing unit in Suffolk County. In 1970, 22.6% of Patchogue's housing units did not have cars as compared to 6.9% for Suffolk County. This large number of people without cars must rely on local recreation which would become more accessible through bike paths.

Patchogue could make good use of the bicycle as an alternate means of transportation as well as a recreation resource. Bike racks should be provided in parks and around the CBD. These racks should be in heavily used areas and be regularly patrolled to discourage thefts. Safety is a major reason for bikeways and should be stressed in community safety programs and the bikeway itself. By advertising and encouraging bicycle use, traffic and the need for parking could be reduced and a safe form of recreation could be provided. The sketch on the following page indicates a recommended road design to accommodate bicycle traffic.

The South Street Park should be upgraded and expanded. A large portion of the Suffolk County Water Authority land could be acquired for a neighborhood park. The land on the southwest corner of West Lake should be used as a park. The town land at the end of River Avenue should be acquired for

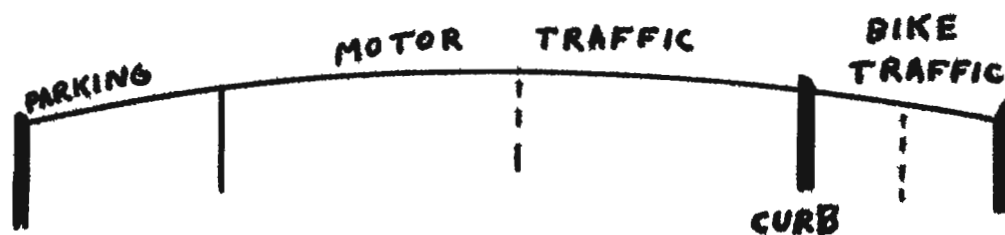
# RECOMMENDED ROAD DESIGN FOR BICYCLES

PARKING

MOTOR  
TRAFFIC

BIKE  
TRAFFIC

CURBS



Village use since it does not seem large enough for Town-wide recreational purposes. A community recreation center should be considered, in the future, for indoor recreation during rainy weather and during the winter. The vacant lot on South Ocean Avenue opposite the municipal pool should be acquired for either parking or additional field space. The Village land on Mowbray Street could also be used as parkland.

Boating has had a long and important history for Patchogue, both commercially and recreationally. These marine uses should be given primary consideration on Patchogue's extensive waterfront.

Since the National Seashore ferries are relocating, Sandspit Park has a potential for expanding the boating facilities. Better and more boat ramps should be encouraged here.

The bridge on Weeks Street over Tuthill's Creek could be raised to provide better boat access north of Weeks Street. This could be done when the old bridge needs replacing and could be coupled with a public land acquisition along the creek. An environmental impact statement would have to be prepared before any changes are made in the area of the bridge.

Attaining the national standard for recreational land is not imperative, but is desirable. With car and gas prices rapidly increasing, local recreation will become increasingly important. If the recommendations are followed, Patchogue would meet the national standard. There are only 185 acres of vacant land left in Patchogue. This means any effort to increase parkland should be taken soon, before the land is developed. A few acquisitions would convert the existing recreational facilities from good to excellent.

### Taxation Recommendations

When both the Village of Patchogue and the Town of Brookhaven reassess at full value there will be policy implications that must be faced by the Village. Increased taxes and higher expenses could cause some hardships for homeowners and the Village itself.

Two-family houses, legal or not, serve an important function in the community. Two-family houses provide much needed additional low-cost housing. They also provide a means by which homeowners can keep their own homes when increased taxes and expenses would normally force them to sell their houses. The reassessment of older homes will increase this trend. Two family homes as opposed to multiple units retain, to some degree, the physical appearance of suburbia. If a crackdown on illegal two-family houses were initiated, foreclosures and the number of houses for sale would increase in an already depressed market. Homeowners who keep their houses would be financially burdened and may not be able to afford minor but necessary repairs. An in-depth study of the two-family situation is warranted.

Temporary special permits for two-family use should be considered. This would give the Village more control over the two-family situation. Two-family homes should be assessed higher than single family homes because of their increased demand for services. The Village of Lindenhurst has been granting special permits for over twenty years with no substantial detrimental effects. The Town of Babylon may be initiating a similar program in the near future (see Appendix T). These programs are designed to give homeowners a chance to legitimize their illegal two-family dwellings and remain in their community, and provide suitable low cost housing. The homeowner's expense of legitimizing his use should not be so much as to be a serious deterrent.

The Town and Village assessments must be in basic agreement. Unless both assessments are comparable, they will be liable to challenge. State guidelines virtually insure a high degree of accuracy in reassessing. It is therefore recommended that the Village and Town cooperate in the new reassessment process.

Programs should continue to be run to fight deterioration from the lack of maintenance. Historic status would help by making funds available to historic houses and districts. It is important that aid for general maintenance be provided to those people who may not be able to afford to keep their houses in good repair. If extensive deterioration is allowed to occur, it could spread to surrounding areas, property values would decrease and Patchogue would become a less desirable place to live and shop.

With taxes and expenses increasing, Village residents need somewhere to turn for relief. The Village can help provide some assistance by permitting more two-family houses and providing funds for general maintenance through programs such as Community Development.

#### Zoning Recommendations

The analysis of the existing zoning and land use showed that the relationship between zoning and existing land use is very minimal for the commercial and industrial categories. The same is true of the various housing categories, especially multi-family. The entire zoning ordinance should be rewritten in order to more accurately reflect existing and proposed land uses.

There are a few major land uses in the Village of Patchogue that should be recognized by special zoning categories. The waterfront area, the downtown business district and the large amount of multi-family housing units are the most important.

It is recommended that the Village be divided up into nine zoning categories that could be used to implement the plan proposals. Four residential categories appear needed: a single family district called R-10 would cover most of the Village and would reflect the single family use on average quarter acre lots. The R-5 district would allow single family, two-family and rooming houses by special permits and should cover those areas now used for more than one family. It should also be applied to other areas that are zoned for non-residential but are primarily used for one or two family homes. Two districts for apartments are recommended since there is a very wide range of density presently existing in the Village. For example, the apartment on Lake Street has 92.3 units per acre while the new senior citizens complex on West Main Street will have 14.5 units per acre. All of the apartment densities are shown on the following page:

TABLE 13

PATCHOGUE APARTMENTS

<u>Apartment Name</u>	<u>Location</u>	<u># of Units</u>	<u>Area (in acres)</u>	<u>Units per Acres</u>
1. -	Lake Street	24	.26	92.3
2. Church St. Apartments	45 Church Street	28	.43	65.1
3. Terry Apartments	Rider Avenue	65	1.0	65
4. Patchogue Gardens	Maple Avenue	84	1.55	54.2
5. Tiffany Apartments	Main Street	88	2.0	44.0
6. Heatherwood House	99 Waverly Avenue	192	5.0	38.4
7. Bayview Garden Apts.	234 River Avenue	96	3.28	29.3
8. Waverly Lakeside Apts.	West Fourth Street	218	6.37	24.6
9. Patchogue Garden Apts.	400 River Avenue	248	10.1	24.6
10. The Landings	River Avenue	72	3.0	24.0
11. Colonial Garden Apts.	250 River Avenue	64	2.77	23.1
12. Watergate Gardens	River Avenue	132	6.19	21.3
13. -	River Avenue & Edwards Street	22	1.2	18.3
14. Valmont Garden Apts.	Waverly Avenue	72	4.0	18.0
15. -	Lake Street	7	.39	17.9
16. -	East Second Street	5	.31	16.1
17. Capri Gardens	Park Avenue	15	.96	15.6
18. (Metro House)	West Main Street	64	4.4	14.5
Totals -		1,496	53.21	28.1

It is recommended that a low density multi-family district which would allow garden apartments of no more than 25 units per acre be established for the peripheral areas of the Village that have existing apartments or could accommodate additional apartments. A higher density multi-family district allowing up to 50 families per acre should be established for those parcels that are immediately adjacent to the central business district. These two zones would effectively legalize most of the existing apartments within the Village.

The business uses in the Village should be separated into four categories. An office district should be established for areas just to the north and south of the business district and be used as a transition between the business area and the nearby residential zones. This district would generally allow the conversion of older homes into office use. A central business district (C-2) is necessary to establish certain regulations within the business area that will encourage a maximum development of business use within the core of the Village and encourage the maximum pedestrian movement from one end of the business district to the other. This zone should extend from West Avenue to Rider Avenue and from Oak Street south to Gerard Street. Within this district already exist municipal parking facilities and for the blocks that do not have adequate parking, additional parking that will be maintained by the Village should be developed along with new commercial uses. A central business area that relies on municipal parking fields rather than on-site parking for each establishment is necessary to create a strong downtown business district.

The waterfront requires a special category to encourage the maximum development of marine-related and water dependent uses. A C-3 marine commercial district is recommended for most of the frontage on the Patchogue River. This

would discourage uses that have no relationship to the valuable water frontage.

The remainder of the commercial areas within the Village should be in a general C-1 district that would allow a cluster of neighborhood commercial use along with highway business uses. Some office development would also be expected in this district. On-site parking facilities would be a requirement within this zone.

Portions of Waverly Avenue, River Avenue and West Avenue that are in the commercial zone should be removed, since the primary use is often dwelling units that are in good condition and appear to have a fairly long life expectancy.

Since there is so much surplus industrially zoned land, the proposed zoning recommends just three clusters of industrial use. One would be in the vicinity of the existing mill property, another on West Avenue and a third bordering the railroad tracks between Rider Avenue and Bay Avenue. The industrial uses such as oil storage and equipment storage on the river are expected to be phased out so that the marine commercial zoning could be used to encourage this turnover at an early date.

#### CONCLUSION

The implementation of the combined recommendations from the Department of Planning and the Department of Transportation is primarily the responsibility of the Village of Patchogue. If the Village uses this report to modify local laws, revise ordinances and establish funding priorities, other governmental agencies can be encouraged to follow the plan proposals. The private sector can be expected to make investments that will be related to the plan goals if there is general governmental agreement to follow the goals.

A continuation of the public involvement in the planning process through the use of this report is recommended. Since there was considerable effort made to obtain the concerns of residents, follow-up hearings should be held to outline alternatives and develop support for action by all levels of government.

Additional Federal funds from various programs can be channeled to the Village to implement plan recommendations. A list of services is indicated in Appendix U.

## APPENDIXES

# APPENDIX A

## BIRTH AND DEATH RATES AND NET MIGRATION, 1970-1977 PATCHOGUE VILLAGE, SUFFOLK COUNTY, BROOKHAVEN TOWN AND SELECTED VILLAGES

Villages	Birth Rate Per 1,000			Death Rate Per 1,000			Net Natural Increase Per Thousand*			Population		Net Migration	
	1975	1976	1977	1975	1976	1977	1975	1976	1977	1975 Actual	1976 Estimated	1975	1976
Patchogue	20.3	28.6	23.8	11.1	13.6	14.8	9.2	15.1	9.1	11,311	11,286	-1,402**	-195
Lake Grove	14.8	16.0	12.2	7.3	7.3	4.7	7.5	8.7	7.5	9,309	9,337	-1,054**	-53
Bellport	12.5	15.2	18.0	12.1	10.9	7.3	0.4	4.2	10.7	2,799	2,838	-374**	27
Brightwaters	8.0	8.3	10.6	10.8	8.3	9.1	-2.8	0.0	1.6	3,881	3,870	31	-11
Northport	10.2	13.0	9.1	6.7	8.9	7.6	3.5	4.0	1.6	8,031	8,176	36	112
Babylon	10.5	13.2	20.4	9.3	9.9	16.7	1.3	3.3	3.7	13,563	13,603	73	-5
Suffolk County	13.5	13.4	13.1	6.6	6.8	6.7	6.9	6.6	6.4	1,279,690	1,297,256	14,706**	9,017
Brookhaven Town	19.0	19.2	17.9	6.7	6.9	7.0	12.2	12.3	11.4	317,489	327,031	5,676**	5,525
													8,277

\*Net Natural Increase is Calculated by Subtracting Number of Deaths From Number of Births.

\*\*Migration Numbers for 1975 May Be Distorted Because of the Difference Between Lilco Estimates for 1974 and the 1975 Brookhaven Town Census.

Source: S.C. Health Department; 1975 Brookhaven Town Census; Lilco Population Estimates, 1976, 1977.

APPENDIX B

VILLAGE OF PATCHOGUE  
DEMOGRAPHIC PROFILE

POPULATION

<u>U.S. Census</u>		<u>LILCO Estimates</u>			<u>LIRPB Projections</u>	
<u>1970</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1985</u>	<u>1995</u>
11,582	11,283	11,286	11,157	11,173	11,349	12,187

AGE

<u>Median Age</u>	<u>Total Population</u>		<u>17 Years of Age and Under</u>		<u>18 to 59 Years of Age</u>		<u>60 Years of Age and Over</u>	
	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
28	11,582	100.0	3,680	31.8	6,024	52.0	1,878	16.2

HEADS OF HOUSEHOLD

<u>Total Heads of Household</u>		<u>Male Head Of Household</u>		<u>Female Head Of Household</u>		<u>Primary* Individual</u>	
<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
3,894	100.0	2,629	67.5	384	9.9	881	22.6

INCOME

<u>Median Family Income</u>	<u>Total Population</u>		<u>Persons Below Poverty Level</u>		<u>Persons, Age 65 and Over</u>		<u>Persons, Age 65 and Over Below Poverty Level</u>	
	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
\$9,547	11,582	100.0	1,208	10.4	1404	100.0	364	25.9

LABOR FORCE

<u>Total Labor Force</u>	<u>Employed</u>		<u>Unemployed</u>		<u>White Collar</u>		<u>Blue Collar</u>	
	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
4,529	4,282	94.5	247	5.5	2,324	54.3	1,958	45.7

\*Primary Individuals are heads of household living alone or with nonrelatives only.

APPENDIX B (continued)

YEARS OF SCHOOL COMPLETED  
(Persons 25 Years of Age and Over)

<u>No School Years Completed</u>	<u>Elementary 1-8 Years</u>	<u>High School 1-4 Years</u>	<u>% High School Graduates</u>	<u>College 1 or More Years</u>
129	1,702	3,268	50.5	1,157

COLOR AND RACE

<u>Total Population</u>		<u>White</u>		<u>Black</u>		<u>Other</u>	
<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
11,582	100.0	11,236	97.0	299	2.6	47	0.4

ETHNIC BACKGROUND

<u>Total Population</u>		<u>Native Born Of Native Parents</u>		<u>Foreign Birth Or Parentage</u>		<u>Puerto Rican Birth Or Parentage</u>	
<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
11,582	100.0	8,186	70.6	3,411	29.4	904	7.8

# APPENDIX C

## FAMILY INCOME LEVELS PATCHOGUE VILLAGE, SUFFOLK COUNTY, BROOKHAVEN TOWN AND SELECTED VILLAGES, 1970

<u>Income Level</u>	<u>Patchogue Village</u>		<u>Suffolk County</u>	<u>Brookhaven Town</u>	<u>Port Jefferson Village</u>	<u>Lake Grove Village</u>	<u>Bellport Village</u>	<u>Brightwaters Village</u>	<u>Northport Village</u>	<u>Babylon Village</u>
\$25,000 and Over	#	128	17,497	2,466	97	41	111	186	230	362
	%	4.2	6.6	4.2	7.2	2.0	14.2	18.5	12.0	11.3
\$15,000 to 24,999	#	471	67,562	12,320	405	476	220	358	640	858
	%	15.5	25.4	20.8	30.0	23.2	28.1	35.7	33.4	26.9
\$10,000 to 14,999	#	824	90,894	20,428	446	784	202	268	574	958
	%	27.1	34.1	34.6	33.0	38.3	25.8	26.7	30.0	30.0
\$6,000 to 9,999	#	840	55,533	14,109	167	465	101	152	247	537
	%	27.6	20.9	23.9	12.4	22.7	12.9	15.1	12.9	16.8
\$3,000 to 5,999	#	518	21,681	6,173	152	178	88	17	158	298
	%	17.0	8.1	10.4	11.2	8.7	11.2	1.7	8.3	9.3
Under \$3,000	#	258	13,005	3,611	85	105	61	23	66	178
	%	8.5	4.9	6.1	6.3	5.1	7.8	2.3	3.4	5.6
No. of Families		3,039	266,172	59,107	1,352	2,049	783	1,004	1,915	3,191

Source: U.S. Census, 1970

APPENDIX D

LABOR FORCE  
PATCHOGUE VILLAGE, SUFFOLK COUNTY,  
BROOKHAVEN TOWN AND SELECTED VILLAGES, 1970

<u>Place</u>	<u>Total Labor Force</u>	<u>Employed</u>	<u>%</u>	<u>Unem- ployed</u>	<u>%</u>	<u>Female Participation</u>	<u>%</u>
Patchogue V.	4,529	4,282	94.5	247	5.5	<u>1,708</u>	37.7
Suffolk County	403,170	388,978	96.5	14,192	3.5	135,455	33.6
Brookhaven Town	85,726	81,939	95.6	3,787	4.4	27,671	32.3
Port Jefferson V.	2,200	2,144	97.5	56	2.5	836	38.0
Lake Grove V.	2,947	2,880	97.7	67	2.3	909	30.8
Bellport V.	1,241	1,198	96.5	43	3.5	451	36.3
Brightwaters V.	1,669	1,660	99.5	9	0.5	633	37.9
Northport V.	2,944	2,844	96.6	100	3.4	1,053	35.8
Babylon V.	5,163	4,965	96.2	198	3.8	1,900	36.8

Source: U.S. Census, 1970

# APPENDIX E

## PLACE OF WORK PATCHOGUE VILLAGE, COUNTY, TOWN, AND SELECTED VILLAGES, 1970

<u>Place Of Residence</u>	<u>Total Number Of Workers</u>	<u>Work Inside County Of Residence</u>	<u>%</u>	<u>Work Outside County Of Residence</u>	<u>%</u>	<u>Not Reported</u>	<u>%</u>
Patchogue V.	4,147*	3,586	86.5	383	9.2	178	4.3
Suffolk County	382,507	229,368	60.0	131,605	34.4	21,534	5.6
Brookhaven Town	80,877	56,587	70.0	19,276	23.8	5,014	6.2
Port Jefferson V.	2,100	1,708	81.3	269	12.8	123	5.9
Lake Grove V.	2,802	1,846	65.9	854	30.5	102	3.6
Bellport V.	1,217	1,053	86.5	114	9.4	50	4.1
Brightwaters V.	1,649	914	55.4	632	38.3	103	6.2
Northport V.	2,783	1,755	63.1	868	31.2	160	5.7
Babylon V.	4,771	2,593	54.3	1,894	39.7	284	6.0

Source: U.S. Census, 1970

\*Total does not agree with total labor force listed in Appendix D because it is based on a sample count.

APPENDIX F  
VILLAGE OF PATCHOGUE CENTRAL BUSINESS DISTRICT  
INVENTORY OF RETAIL CATEGORIES, 1978

<u>Category</u>	<u># of Stores</u>	<u>Category</u>	<u># of Stores</u>
Building Materials & Garden Supply		Miscellaneous Retail	
Cabinets	1	Drug Store	3
Lumber Yard	0	Antique	1
Paint	1	Sporting Goods	4
Hardware	2	Book Store	2
Nurseries/Garden Supply	0	Stationery Store	5
Plumbing Supply	0	Jewelry	8
Tools	0	Hobby, Toy, Game	0
Glass	1	Camera	2
		Gift-Novelty	7
Food Stores		Florist	1
Supermarket	1	Cigar Store	0
Grocery Store	3	Pet Shop	2
Meat Market	4	Optical Goods	3
Fish Market	1	Art Supply	0
Vegetable & Fruit Market	1	Office Supply	1
Candy, Nuts	1	Cosmetics	1
Dairy Products	0	Crafts	2
Bakeries	2	Surplus	0
Beverages	0	Fuel	1
Liquor Store	4	Hearing Aid	1
Deli	4	Signs	1
		Thrift	2
		Other	3
Eating & Drinking		Apparel	
Restaurants	10	Clothing Store	20
Ice Cream	2	Shoe Store	9
Drinking Place	8	Specialty	6
Fast Food	1	Tailor (Retail)	1
Luncheonette	4	Fabric	1
		Sewing	4
Automotive		Home Furnishings	
New Car Dealer	0	Furniture	8
Used Car Dealer	1	Floor Covering	0
Tires & Parts	2	Drapery/Upholstery	2
Service Station	2	Appliance	5
Boat Dealer	1	TV-Radio	2
Recreational & Utility		Music	1
Trailer Dealer	0	Record	2
Motorcycle Shop	0		
Bicycle Shop	0		
General Merchandise			
Department Store	2		
Discount Department Store	0		
Variety	1		
		Total Retail Businesses:	171
		Vacancies In CBD:	18
		Under Construction:	7
		Total Retail:	196

Source: L.I. Regional Planning Board Field Survey, 1978.

APPENDIX G  
COMPARISON OF SELECTED RETAIL AND SERVICE CATEGORIES OFFERED IN SELECTED RETAIL CENTERS  
SUFFOLK COUNTY, 1978

Retail Center Retail Category*	Bay Shore		Babylon		Huntington		Patchogue		Port Jefferson		Riverhead		Smithtown	
	CBD		CBD		CBD		CBD		CBD		CBD		CBD	MRC
Antique	9		1		2		1		9		0		1	
Art Supplies	3		0		5		0		5		0		2	
Beverages	1		1		1		0		0		0		0	
Bicycle	1		1		0		0		1		0		1	
Dairy Products	0		1		2		0		0		0		1	
Discount Department	2		0		0		0		0		0		1	
Floor Covering	0		1		2		0		1		1		2	
Hobby, Toy, Game	2		0		3		0		2		1		5	
Plumbing Supplies	1		1		0		0		0		0		0	
Tools	0		0		0		0		0		0		0	
Service Category:														
Car Wash	0		0		0		0		0		0			
Funeral Home	0		0		0		0		0		2			
Motel	0		0		0		0		1		0			

\*Some categories are available within other stores.

Source: L.I. Regional Planning Board Field Survey, 1978.

APPENDIX H  
VILLAGE OF PATCHOGUE  
GOVERNMENTAL FACILITY INVENTORY, 1978  
JURISDICTIONAL FACILITIES BY STREET LOCATION

<u>JURISDICTIONAL LEVEL:</u>	<u>STREET</u>	<u>GOVERNMENTAL UNIT</u>
<u>VILLAGE (87,336 Square Feet)</u>	14 Baker Street DeWitt Street Hammond Street Jennings Street Park Street Smith Street 96 South Ocean Waverly Avenue	Patchogue Village Hall Department of Parks Sewer Treatment Plant Fire Department Van Guard Fire Company Pool Concession and Rest Facilities Department of Recreation Department of Public Works
<u>SCHOOL AND LIBRARY DISTRICT (244,650 Square Feet)</u>	Bay Avenue Lake Street River Avenue 241 South Ocean Avenue South Ocean Avenue	Bay Avenue Elementary School Patchogue-Medford Central Library River Avenue Elementary School Patchogue-Medford #24 Administration Building South Ocean Avenue Middle School
<u>TOWN (19,980 Square Feet)</u>	20 Medford Avenue 205 South Ocean Avenue	Brookhaven Town Building Department Brookhaven Town Zoning Board of Appeals Brookhaven Town Hall
<u>COUNTY (2,438 Square Feet)</u>	180 East Main Street 31 Oak Street Waverly Avenue 336 West Main Street	Suffolk County Confidential Law Clerk Suffolk County Legislator Foley's Office Suffolk County 5th Precinct Police Station Suffolk County Water Authority
<u>STATE</u>	55 Medford Avenue	New York State Department of Labor
<u>FEDERAL (45,972 Square Feet)</u>	116 East Main Street 170 East Main Street 120 Laurel Street 65 Oak Street South Ocean Avenue 22 West Main Street	U. S. Air Force, Army, Marine, Navy Recruiting Station U. S. Post Office U. S. Department of Interior, Fire Island National Seashore U. S. Social Security U. S. Veteran's Administration, Psychsocial Aftercare Clinic U. S. Commerce Dept., Division of Enforcement and Surveillance; and National Marine Fisheries

Source: Suffolk County Planning Department

APPENDIX I

VILLAGE OF PATCHOGUE  
SURVEY FOR PLANNING FUTURE PUBLIC PARKING

Please complete and return by mail (postage prepaid).

How often do you park in one of the three public parking  
lots near the railroad station?

- |                     |                         |
|---------------------|-------------------------|
| 1) Daily_____       | 3) Infrequently_____    |
| 2) Once a Week_____ | 4) Other (specify)_____ |

Are you:

- |                         |                   |
|-------------------------|-------------------|
| 1) Commuter_____        | No. of Years_____ |
| 2) Local shopper_____   |                   |
| 3) Other (specify)_____ |                   |

Community of residence:\_\_\_\_\_

APPENDIX J  
RAILROAD PARKING LOT SURVEY  
VILLAGE OF PATCHOGUE  
November 15, 1978

Parking Capacity (# of Cars)	# Cars Parked 11-15-78	# Postcard Questionnaires Distributed	# Postcards Returned	% of Total Postcards Returned
Lot(a): 300	300	278	82	
Lot(b): 25	25	25	12	
Lot(c): 132	87	75	32	
ALL LOTS: 457	412	378	126	33.3

Lots Surveyed:

Lot(a): Division Street (South of RR Station)  
 Lot(b): Sephton Street (North of RR Station)  
 Lot(c): West Street (N.W. of RR Station)

Source: SUFFOLK COUNTY PLANNING COMMISSION

APPENDIX K  
RAILROAD PARKING SURVEY-RETURNS BY COMMUNITY OF RESIDENCE  
VILLAGE OF PATCHOGUE  
November 15, 1978

Community Of Residence	Total Parkers From Community	Frequency of Parking		In- frequently	# of Commuters	Commuters			Other*
		Daily	Once A Week			# of Years 5 or Less	Commuting		
							6 or More		
Village of Patchogue	25	22	1	2	24	7	15	-	
East Patchogue	20	18	-	2	18	10	6	2	
North Patchogue	8	8	-	-	8	4	4	-	
Blue Point	1	1	-	-	1	-	1	-	
Medford	35	35	-	-	35	15	19	-	
Bellport	5	5	-	-	5	2	3	-	
Middle Island	4	4	-	-	4	3	1	-	
Ridge	1	1	-	-	1	-	1	-	
Farmingville	2	2	-	-	2	1	1	-	
Holtsville	2	2	-	-	2	1	1	-	
Brookhaven	4	4	-	-	4	1	3	-	
Coram	4	4	-	-	4	2	2	-	
Port Jefferson	1	-	-	1	-	-	-	1	
Manorville	1	1	-	-	1	1	-	-	
Shirley	1	1	-	-	1	1	-	-	
Selden	2	2	-	-	2	2	-	-	
Holbrook	2	2	-	-	2	1	-	-	
Shoreham	1	-	1	-	-	1	-	1	
Southampton	1	-	1	-	-	-	-	1	
Mastic Beach	3	2	-	1	2	1	2	1	
Unspecified	3	3	-	-	3	2	-	-	
Total	126	117	3	6	119	55	58	6	

\*Local/City Business Trip or Pleasure Trip to City

Source: SUFFOLK COUNTY PLANNING DEPARTMENT

APPENDIX L  
RECREATION INVENTORY

- A. John S. Belzak Memorial Park - Lakeland Avenue and Hillside Avenue (village owned)
  - 1. two tennis courts
  - 2. one basketball court
  - 3. playground (9 pieces of apparatus)
- B. Father Cyrus Tortora Memorial Park - East Second St. (village owned)
  - 1. two handball courts
  - 2. one basketball court
  - 3. playground (11 pieces of apparatus)
- C. Catholic Cemetery
- D. Cedar Grove Cemetery
- E. St. Paul Cemetery
- F. Maggios Bowling Lanes (private)
  - 1. 8 bowling lanes
- G. River Avenue Elementary School (public)
  - 1. six basketball rims (two small courts)
  - 2. one baseball field
  - 3. playground (9 pieces of apparatus)
  - 4. gymnasium
- H. South Street Park (village owned)
  - 1. one basketball court
  - 2. playground (5 pieces of apparatus)
- I. New American Spa (private)
- J. Three Sisters Community Center (village owned)
- K. Phil's Social Billiard Club (private)
- L. Patchogue Bowling Center (private)
  - 1. 40 bowling lanes
- M. St. Francis De Sales Parochial School (private)
  - 1. playing field
  - 2. gymnasium
- N. South Ocean Avenue Middle School (public)
  - 1. six basketball rims (two small courts)
  - 2. one soccer field
  - 3. one football field combined with one baseball field
  - 4. gymnasium
- O. Bay Avenue Elementary School (public)
  - 1. two baseball fields
  - 2. one basketball court
  - 3. playground (3 pieces of apparatus)
  - 4. gymnasium

APPENDIX L (Continued)

P. Several marinas (private)

Q. 4 Sisters Park (village owned)

1. six tennis courts
2. one baseball field

R. Foot of River Avenue (town owned)

1. undeveloped beach

S. Sandspit (town owned)

1. netted beach
2. fishing
3. playground (17 pieces of apparatus)
4. concession
5. comfort station
6. ferries
7. marina

T. Patchogue Municipal Pool (village owned)

1. snack bar
2. pool

U. YMCA (private)

1. one basketball court

V. Rider Avenue Park (village owned)

1. 3 baseball fields or 2 football fields and 1 baseball field
2. 2 basketball courts
3. Firemen's tournament tract
4. supervised ice skating in winter

W. Shorefront Park (village owned)

1. 1 baseball field
2. 1 basketball court
3. playground (11 pieces of apparatus)
4. walking paths
5. comfort station
6. fishing

APPENDIX M

LIST OF  
SELECTED SERVICE INDUSTRIES  
AS DEFINED IN  
STANDARD INDUSTRIAL CLASSIFICATION MANUAL

1972 SIC code	Kind of business	1972 SIC code	Kind of business
	SELECTED SERVICES, TOTAL. . . . .		BUSINESS SERVICES--CONTINUED
	HOTELS, MOTELS, TRAILERING PARKS, CAMPS	OTHER 73	OTHER BUSINESS SERVICES
701,3	TOTAL	732 PT.	ADJUSTMENT AND COLLECTION AGENCIES. . . . .
7011	HOTELS, MOTOR HOTELS, AND MOTELS. . . . .	732 PT.	MERCANTILE REPORTING AGENCIES. . . . .
7011 PT.	MOTELS. . . . .	732 PT.	CONSUMER CREDIT REPORTING AGENCIES. . . . .
7011 PT.	MOTELS, 25 OR MORE GUEST ROOMS. . . . .	7331	DIRECT MAIL ADVERTISING SERVICES. . . . .
7011 PT.	MOTELS, LESS THAN 25 GUEST ROOMS. . . . .	7332	BLUEPRINTING AND PHOTOCOPYING SERVICES. . . . .
		7339 PT.	STENOGRAPHIC, COURT REPORTING, TYPING SERVICES. . . . .
		7339 PT.	DUPLICATING SERVICES, EXCEPT PRINTING. . . . .
7011 PT.	MOTELS, MOTOR HOTELS, AND TOURIST COURTS. . . . .	7333	COMMERCIAL PHOTOGRAPHY, ART, GRAPHICS, AND RELATED DESIGN. . . . .
7011 PT.	MOTELS, TOURIST COURTS. . . . .	7333 PT.	COMMERCIAL PHOTOGRAPHY. . . . .
7011 PT.	MOTOR HOTELS. . . . .	7333 PT.	COMMERCIAL ART. . . . .
7032	SPORTING AND RECREATIONAL CAMPS. . . . .	7333 PT.	OTHER. . . . .
7033	TRAILERING PARKS AND CAMPSITES FOR TRANSIENTS. . . . .	735	NEWS SYNDICATES. . . . .
	PERSONAL SERVICES	7361	PRIVATE EMPLOYMENT AGENCIES. . . . .
72	TOTAL	7362 PT.	TEMPORARY OFFICE HELP SUPPLY SERVICES. . . . .
721	LAUNDRY, CLEANING, OTHER GARMENT SERVICES. . . . .	7362 PT.	TEMPORARY HELP SUPPLY, EXCEPT OFFICE WORKERS. . . . .
7215	COIN-OPERATED LAUNDRIES AND DRY CLEANING. . . . .	7369	PERSONNEL SUPPLY SERVICES, N.E.C. . . . .
7215 PT.	COIN-OPERATED LAUNDRIES AND DRY-CLEANING STORES. . . . .	7391	COMMERCIAL RESEARCH, DEVELOPMENT LABORATORIES. . . . .
7215 PT.	COIN-OPERATED LAUNDRY MACHINE ROUTES. . . . .	7397	COMMERCIAL TESTING LABORATORIES. . . . .
721 EX. 7215	OTHER LAUNDRY, CLEANING, AND GARMENT SERVICES. . . . .	7393 PT.	DETECTIVE AGENCIES AND GUARD SERVICES. . . . .
7211	POWER LAUNDRIES, FAMILY AND COMMERCIAL. . . . .	7393 PT.	ARMORED CAR SERVICES. . . . .
7216	DRY-CLEANING PLANTS, EXCEPT RUG CLEANING*. . . . .	7393 PT.	BURGLAR AND FIRE ALARM SYSTEMS. . . . .
7212	GARMENT PRESSING AND AGENTS FOR LAUNDRIES AND DRY CLEANERS. . . . .	7395	PHOTOFINISHING LABORATORIES*. . . . .
7218	INDUSTRIAL LAUNDERERS*. . . . .	7396	TRADING STAMP SERVICES (SALES OFFICES). . . . .
7213	LINEN SUPPLY*. . . . .	7399 PT.	SIGN PAINTING SHOPS. . . . .
7214	DIAPER SERVICE*. . . . .	7399 PT.	INTERIOR DESIGNING. . . . .
7217	CARPET AND UPHOLSTERY CLEANING. . . . .	7399 PT.	TELEPHONE ANSWERING SERVICES. . . . .
7219	OTHER LAUNDRY AND GARMENT SERVICES. . . . .	7399 PT.	WATER SOFTENING SERVICES. . . . .
		7399 PT.	PACKAGING AND LABELING SERVICES. . . . .
			MISCELLANEOUS BUSINESS SERVICES, N.E.C. . . . .
			AUTOMOTIVE REPAIR, SERVICES, AND GARAGES
722	PHOTOGRAPHIC STUDIOS, PORTRAIT. . . . .	75	TOTAL
723,4	BEAUTY AND BARBER SHOPS. . . . .	753	AUTOMOTIVE REPAIR SHOPS. . . . .
723	BEAUTY SHOPS. . . . .	7538	GENERAL AUTOMOTIVE REPAIR SHOPS. . . . .
724	BARBER SHOPS. . . . .	7538 PT.	GENERAL AUTOMOTIVE REPAIR SHOPS, EX. DIESEL. . . . .
		7538 PT.	DIESEL REPAIR SHOPS. . . . .
725	SHOE REPAIR, SHOESHINE, AND HAT-CLEANING SHOPS. . . . .	7531	TOP AND BODY REPAIR SHOPS. . . . .
726	FUNERAL SERVICE AND CREMATORIES. . . . .	7534,5,9	OTHER AUTOMOTIVE REPAIR SHOPS. . . . .
729	MISCELLANEOUS PERSONAL SERVICES. . . . .	7534	TIRE RETREADING AND REPAIR SHOPS. . . . .
729 PT.	REDUCING SALONS AND HEALTH CLUBS, EX. RESORTS. . . . .	7535	PAINT SHOPS. . . . .
729 PT.	OTHER PERSONAL SERVICES, N.E.C. . . . .	7539 PT.	AUTO ELECTRICAL AND FUEL SYSTEM SERVICES. . . . .
	BUSINESS SERVICES	7539 PT.	RADIATOR REPAIR. . . . .
73	TOTAL	7539 PT.	GLASS REPLACEMENT AND REPAIR. . . . .
731	ADVERTISING. . . . .	7539 PT.	BRAKE, FRONT END, AND WHEEL ALIGNMENT. . . . .
7311	ADVERTISING AGENCIES. . . . .	7539 PT.	EXHAUST SYSTEM SERVICES (MUFFLER SHOPS). . . . .
7312	OUTDOOR ADVERTISING SERVICES. . . . .	7539 PT.	TRANSMISSION REPAIR SHOPS. . . . .
7313 PT.	RADIO, TELEVISION ADVERTISING REPRESENTATIVES. . . . .	7539 PT.	OTHER AUTOMOTIVE REPAIR SHOPS, N.E.C. . . . .
7313 PT.	PUBLISHERS' ADVERTISING REPRESENTATIVES. . . . .	751	AUTOMOTIVE RENTAL AND LEASING, WITHOUT DRIVERS. . . . .
7319	MISCELLANEOUS ADVERTISING. . . . .	7512 PT.	PASSENGER CAR RENTAL, WITHOUT DRIVERS. . . . .
		7512 PT.	PASSENGER CAR LEASING, EXCEPT FINANCE LEASING. . . . .
734	SERVICES TO DWELLINGS AND OTHER BUILDINGS. . . . .	7513 PT.	TRUCK RENTAL, WITHOUT DRIVERS. . . . .
7341	WINDOW CLEANING. . . . .	7513 PT.	TRUCK LEASING, EXCEPT FINANCE LEASING. . . . .
7342	DISINFECTING AND EXTERMINATING SERVICES. . . . .	7519	UTILITY AND RECREATIONAL VEHICLE RENTAL. . . . .
7349	OTHER CLEANING AND MAINTENANCE SERVICES. . . . .	752	AUTOMOBILE PARKING. . . . .
737	COMPUTER AND DATA PROCESSING SERVICES. . . . .	7523	PARKING LOTS. . . . .
7372	COMPUTER PROGRAMING AND OTHER SOFTWARE SERVICES. . . . .	7525	PARKING STRUCTURES. . . . .
7374 PT.	DATA PROCESSING SERVICES, EXCEPT FACILITIES MANAGEMENT. . . . .	754	AUTOMOTIVE SERVICES, EXCEPT REPAIR. . . . .
7374 PT.	COMPUTER FACILITIES MANAGEMENT. . . . .	7542	CAR WASH. . . . .
7379	COMPUTER RELATED SERVICES, N.E.C. . . . .	7549	OTHER AUTOMOTIVE SERVICES. . . . .
7392	MANAGEMENT, CONSULTING, PUBLIC RELATIONS SERVICES. . . . .		MISCELLANEOUS REPAIR SERVICES
7392 PT.	MANAGEMENT AND CONSULTING SERVICES. . . . .	76	TOTAL
7392 PT.	PUBLIC RELATIONS SERVICES. . . . .	762	ELECTRICAL AND ELECTRONIC REPAIR SHOPS. . . . .
7394	EQUIPMENT RENTAL AND LEASING SERVICES. . . . .	7622	RADIO AND TELEVISION REPAIR SHOPS. . . . .
7394 PT.	EQUIPMENT RENTAL. . . . .	7623,9	OTHER ELECTRICAL AND ELECTRONIC REPAIR. . . . .
7394 PT.	EQUIPMENT LEASING, EXCEPT FINANCE LEASING. . . . .	7623	REFRIGERATION AND AIR-CONDITIONING REPAIR. . . . .
7394 PT.	LEASING, RENTAL OF HEAVY CONSTRUCTION EQUIPMENT WITHOUT OPERATORS. . . . .	7629	ELECTRICAL AND ELECTRONIC REPAIR, N.E.C. . . . .
7394 PT.	RENTAL OF HEAVY CONSTRUCTION EQUIPMENT WITH OPERATORS. . . . .	764	REUPHOLSTERY AND FURNITURE REPAIR. . . . .
		763,9	OTHER REPAIR SHOPS AND RELATED SERVICES. . . . .
		763	WATCH, CLOCK, AND JEWELRY REPAIR. . . . .
		769	MISCELLANEOUS REPAIR AND RELATED SERVICES. . . . .
		7692	WELDING REPAIR. . . . .
		7694	ARMATURE REWINDING SHOPS. . . . .
		7699 PT.	FARM MACHINERY AND EQUIPMENT REPAIR SHOPS. . . . .
		7699 PT.	LAWN MOWER, SAW, KNIFE, TOOL SHARPENING, REPAIR. . . . .
		7699 PT.	SEWER AND SEPTIC TANK CLEANING SERVICES. . . . .
		7699 PT.	OTHER REPAIR AND RELATED SERVICES, N.E.C. . . . .

# Appendix M (Continued)

## LIST OF SELECTED SERVICES INDUSTRIES

1972 SIC code	Kind of business
	AMUSEMENT AND RECREATION SERVICES, INCLUDING MOTION PICTURES
78,79	TOTAL . . . . .
781,2	MOTION PICTURE PRODUCTION, DISTRIBUTION, SERVICES
7813	MOTION PICTURE PRODUCTION, EXCEPT FOR TV. . . . .
7814	MOTION PICTURE, TAPE PRODUCTION FOR TV. . . . .
7819	SERVICES ALLIED TO MOTION PICTURE PRODUCTION. . . . .
7823	MOTION PICTURE FILM EXCHANGES . . . . .
7824	FILM OR TAPE DISTRIBUTION FOR TV. . . . .
7829	SERVICES ALLIED TO MOTION PICTURE DISTRIBUTION.
783	MOTION PICTURE THEATERS . . . . .
7832	MOTION PICTURE THEATERS, EXCEPT DRIVE-IN. . . . .
7833	DRIVE-IN MOTION PICTURE THEATERS. . . . .
792	PRODUCERS, ORCHESTRAS, ENTERTAINERS . . . . .
7929 PT.	DANCE BANDS, ORCHESTRAS, EXCEPT SYMPHONY. . . . .
7929 PT.	SYMPHONY ORCHESTRAS, OTHER CLASSICAL MUSIC AND DANCE GROUPS . . . . .
7929 PT.	OTHER ENTERTAINMENT PRESENTATIONS INCL. VARIETY
7922 PT.	PRODUCERS OF LEGITIMATE THEATER . . . . .
7922 PT.	PRODUCERS OF RADIO AND TV SHOWS, EXCEPT TAPE. . . . .
7922 PT.	THEATRICAL SERVICES . . . . .
7922 PT.	ARTISTS' AND ENTERTAINERS' MANAGERS OR AGENTS, CONCERT BUREAUS, BOOKING AGENTS. . . . .
7922 PT.	OTHER THEATRICAL SERVICES . . . . .
793	BOWLING ALLEYS, BILLIARDS, POOL . . . . .
7932	BILLIARD AND POOL ESTABLISHMENTS. . . . .
7933	BOWLING ALLEYS. . . . .
79 EX.792,3	OTHER AMUSEMENT AND RECREATION SERVICES . . . . .
791	DANCE HALLS, STUDIOS, AND SCHOOLS . . . . .
791 PT.	PUBLIC DANCE HALLS OR BALLROOMS . . . . .
791 PT.	DANCE SCHOOLS, INCLUDING CHILDREN'S AND PROFESSIONALS' . . . . .
794	COMMERCIAL SPORTS . . . . .
7941	PROFESSIONAL SPORTS CLUBS, MGRS., PROMOTERS . . . . .
7941 PT.	BASEBALL CLUBS. . . . .
7941 PT.	FOOTBALL CLUBS . . . . .
7941 PT.	OTHER PROFESSIONAL SPORTS . . . . .
7941 PT.	MANAGERS AND PROMOTERS. . . . .
7948	RACING, INCLUDING TRACK OPERATION . . . . .
7948 PT.	RACETRACK OPERATION . . . . .
7948 PT.	AUTO RACETRACK OPERATION. . . . .
7948 PT.	HORSE RACETRACK OPERATION . . . . .
7948 PT.	DOG RACETRACK OPERATION . . . . .
7948 PT.	RACING STABLES, RACING, N.E.C.. . . . .
7992	PUBLIC GOLF COURSES, EXCEPT MUNICIPAL . . . . .
7997	MEMBERSHIP SPORTS AND RECREATION CLUBS. . . . .
7993	COIN-OPERATED AMUSEMENT DEVICES . . . . .
7996	AMUSEMENT PARKS . . . . .
7999 PT.	CONCESSION OPERATORS OF AMUSEMENT DEVICES, RIDES
7999 PT.	CARNIVALS, CIRCUSES . . . . .
7999 PT.	FAIRS . . . . .
7999 PT.	OTHER COMMERCIAL RECREATION AND AMUSEMENTS. . . . .
	DENTAL LABORATORIES
8072	TOTAL . . . . .
	LEGAL SERVICES
81	TOTAL . . . . .
	ARCHITECTURAL, ENGINEERING, AND LAND-SURVEYING SERVICES
891	TOTAL . . . . .
8911 PT.	ARCHITECTURAL SERVICES. . . . .
8911 F..	ENGINEERING SERVICES. . . . .
8911 PT.	LAND-SURVEYING SERVICES . . . . .



Station Commons  
(Across from the Stony Brook Railroad Station)

Shop  
Our Post-  
Holiday  
Sales

*It's  
all  
in  
the  
cards*

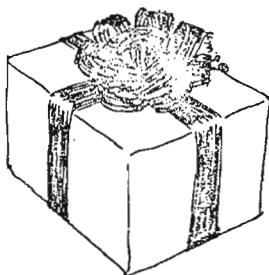
Are you a creature of habit when selecting greeting cards? Do all those flowery birthday, anniversary and holiday greetings begin to look the same after awhile? If so, a visit to Ali's Card Shop at Station Commons can help get you out of your rut.

For Rose and Ronnie Fiore—a former bank officer's secretary and stock brokerage employee, respectively—opening their neat, cozy shop was the realization of a dream of long standing. Originally from Brooklyn and now residing in Patchogue, the couple was drawn to their Stony Brook location by the attractive plaza's newness and its proximity to both the train station and the university.

What's in store for you at Ali's? A vast selection of cards, representing the best offerings of four product lines: Norcross, Paramount, Gallant and Gigi. If you've had it with look-alike cards, Ali's has the answer awaiting you in its well-stocked displays.

All Christmas ribbons, bows, gift wrap and tags, and single and boxed cards are now on sale at 50 percent off. Another economical purchase is Ali's film, and Ronnie says their film developing is "probably the cheapest in the area." Forty-eight-hour developing service is available for all types of print film.

Commuters will find Ali's a convenient source of cigarettes, candy, and paperback books, while gift shoppers appreciate a collection of posters, plaques, candles, figurines, stuffed animals, toys, hand puppets, calendars, musical jewelry boxes, costume jewelry, and a very extensive selection of writing papers. Don't forget tissue paper, gift wrap, and enclosure cards to make a grand presentation of that carefully chosen gift from Ali's!



## STATION COMMONS

1099 Rte. 25A Stony Brook, N.Y.

**Tiny Treasures Co.**  
— 1/2 PRICE ON —  
**CHRISTMAS ITEMS**  
VISA  
Master Charge  
751-6322

**Ali's Card Shop Inc.**

1/2 Price  
on All  
Christmas Items

48 Hour Film Developing on All Prints  
Compare Our Low-Low-Prices

**MOSELEY'S  
PUB**  
IS  
COMING SOON

Watch This Page  
for Announcement  
of Grand Opening

### COOKIN

NATURAL FOODS  
HEALTH KITCHEN  
HOT & COLD TAKE-OUTS

Salads  
Soups  
Falafels  
Whole Wheat Heroes  
Sandwiches  
Home-Made Breads  
Desserts

Get Acquainted --  
Free Herb Tea  
OPENING VERY SOON

**COACH LIQUORS, Ltd.**



Wines & Liquors  
to Suit Your  
Taste

689-9838

**Eve's Cosmetic Garden**  
Select Products and Service



OPENING  
SOON

**Fine Women's Wear**

Boutique  
*Soignée, Inc.*

**SALE**

Hours: 10-5:30  
Open Late Thursday

**CHRISTMAS KITS**  
1/2 PRICE

*Peggy's Needleworks Inc.*

751-6713

**the Andor  
Group, inc.**  
REALTORS



• Relocation Specialists  
• Rentals  
• Property Management  
• Appraisals  
• Home Warranties --  
"Peace of Mind  
Protection Plan"  
751-6500

**NETWORK**

**GINNY'S**

Pizza & Restaurant  
Wine & Beer

Luncheon & Dinner  
Served Daily  
Eat In Or Take Out



751-2422

# Smith Point Plaza

Nesconset Hwy.  
& Stony Brook Rd.  
Stony Brook, N.Y.

## January sales



Photo by Gerda Barber

January has long been regarded as an ideal time to gather up bargains, and judging from the many items on sale at Smith Point Plaza, it appears that the custom is very much alive today.

Get right down to the Hallmark card and gift shop while there's still a large selection of Christmas gift wraps, boxed cards, party goods, ornaments, puzzles, seals and gift tags on sale. You can stock up now for next year's Christmas holiday needs at a savings of 50 percent!

Now that January has arrived, can plummeting temperatures be far behind? Protect your car against gasoline freeze-ups with some dry gas from Allstate Automotive: it's sale priced now at three cans for 99 cents. More good values at Allstate include a closeout on floor mats for your car (20 percent off) and an additional ten percent off their already reduced tool sets.

If improved physical fitness is on your list of New Year's resolutions, you'll want to take advantage of the 20 percent off sale on all Gym-kin gymnastic suits from Gym-Dandy. Heavyweight Danskin leotards are also offered at 20 percent off, as are the Danskin winterwear coordinates—scarves, hats and sweaters. Bundle yourself into these extra heavy knits and breeze right through this cruelest of seasons in comfort.

There's always a clearance corner of selected canvasses at a savings of one-third or greater, and January is no exception, reports Linda of Inn Stitches. Right now, she's featuring eight ounces of knitting yarn for just \$1.99.

Salty Seas has algae eaters on sale for 39 cents each, and mollies cost \$1 for three. They're running a special on salt-water fish, including the \$1.79 yellow-tailed damselfish.

In addition to year-end clearance sales, January also brings opportunities to purchase items in advance of a New Year's price increase. Since Salty Seas has just been notified that suppliers will be raising their prices on fish tanks, now is a good time for would-be aquarists to pick up a tank at significant savings.

George's Bicycles notes that prices of bikes will rise with the introduction of new 1979 models. George suggests that the thrifty-minded stop in and consider one of the bikes he now has in stock at 1978's lower prices.

Finally, if you're looking for a place to spend your holiday cash gifts, consider Buckingham Leather for a gift that offers long-term usefulness. "I tell leather is a great value," says Marjory. "Properly taken care of, it lasts indefinitely." And that, in an age of so many disposable, flimsy and poorly constructed goods, is a bargain in itself.

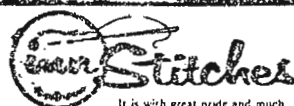
### BUCKINGHAM LEATHER, Ltd.

For the FINEST in Leather Goods & Silver Jewelry

Smith Point Plaza, Nesconset Highway  
and Stony Brook Road, Stony Brook

Hours: Mon., Tue., Wed., Sat. 10-6; Thu., Fri. 10-3, Closed Sunday.

751-2606



It is with great pride and much excitement that we announce our appointment as a dealer of Europe's famous

### PINGOUIN YARNS

(as featured in Mon Tricot)  
These Yarns Must Be Seen  
to Be Believed!  
Come On In and  
Let Us Show You

751-3736



### Stony Brook Liquors



Complete Selection  
of Fine Wines  
and Champagnes

689-8508

### Country Village Florist

2460 Nesconset Highway, Stony Brook, N.Y.

751-7767

Silk Flowers  
Hanging Baskets  
Wedding Arrangements  
Plants

Regina Eldridge

We Deliver

Mon.-Sat. 10-6, Fri. 10-8,  
Closed Sunday



Dancers & Gymnasts &  
Disco-Goers et al

SEE US

ALL LEOTARDS & MAKE-UP

Buy 1st one at Regular Price  
GET 2ND ONE AT 1/2 PRICE

Hours: Mon., Tue., Wed., Sat. 10-6  
Thu., Fri. 10-9, Sun. 12-5

751-9257

### George's Bicycle Center, Inc. SALES & SERVICE



"We do  
our own  
repairs"

2460 NESCONSET HIGHWAY  
STONY BROOK, N.Y. 11790

Mon.-Sat.  
9:30-6  
689-8202

### Aquarium & Terrestrial

Salty  
Seas

• Black Mollies	3/\$1.00	Daily 11-9
• Large Zebra	4/\$1.00	Sat. 10-5
• Yellow Tail Blue Devils	\$1.79	Sun. 11-5
• Singing Male Canaries	\$37.99	

751-7955



OF STONY BROOK, INC.  
SMITH POINT PLAZA  
2460 NESCONSET HWY.  
STONY BROOK, N.Y. 11790

(516) 751-4377



Cards  
Wrappings

See us for that "special gift"

2460 Nesconset Highway  
Stony Brook, New York  
(At Intersection of Hts. 3471)

Mon.-Fri. 9-9  
Sat. 9-7  
Sun. 11-5

# PATCHOGUE

JANUARY

# Clearance Sale



**Andrew's Ceramics**

KILNS - CLAYS - COLORS - MOLDS  
116 South Ocean Avenue, Patchogue, New York  
475-5466

**40% OFF**  
ALL GREENWARE NO MINIMUM

GOOD USED MOLDS AT  
GREENWARE PRICES.  
PAINTS, TOOLS, BRUSHES, ETC.  
ALSO AT DISCOUNT PRICES

## TEAM SPORT SHOP

22 W. Main St., Patchogue  
475-6402

ACROSS FROM SWEETZYS

PRICES SLASHED TO	50%	TO REDUCE INVENTORY
20% OFF ALL BOWLING BALLS	30% OFF ALL BOWLING SHOES	
25% OFF ALL WARM UP SUITS	50% OFF ALL SWEATERS	
30% OFF ALL BOWLING BAGS	50% OFF ALL TENNIS RACKETS	
30% OFF ALL BASEBALL GLOVES	50% OFF ALL HATS & SCARFS	

50% OFF MENS & BOYS HOCKEY SKATES

## CLEARANCE SALE Jan. 11-20, 1979

**20% OFF ON ALL**

BETTER PROFESSIONAL UNIFORMS—Fitness  
Pajamas, P. Hairs, Bangs, Whirlwind White, Swan  
Crest & Macy, More, Pant Suits—Widie & Col  
Orad, SEPARATES—Ties & Suits, COLORED DW  
FRANK, SHOES, PARTY HOSE FULL & HALF SUITS  
MEN'S PROFESSIONAL JACKETS & WHITE PANTS.

### SPECIAL GROUPING

PANTSUITS \$10.99 Set  
Whites—Values up to \$20.00 Now

SHOOCKS \$6.99  
Values up to \$20.00 Now

VISA  
MASTERCARD  
CHARGE  
BANK  
AMERICAN

**UNIFORMS N'THINGS**

FREE PARKING  
Open Mon.-Sat. 9:30 AM 5:30 PM  
Fri. Night 8:30 PM

50 WEST MAIN ST., PATCHOGUE 475-6101

## Stanley's Bedding and Furniture Co.

44-46 E. Main St. Patchogue  
475-2531

## MUST MAKE ROOM!!

Floor Sample Clearance Thru Fri., Sat., Jan. 11, 12 & 13

RED TAGS 25% OFF

GREEN TAGS 35% OFF

Home of Famous Brands: Thomasville—Sealy—Bassett—Dixie—American

Visit our Large Teenage Dept.

Also our Enlarged Bedding & Convertible Dept.

Buy Direct From

"The Stanley Boys"—We Will Give the Best Deals in Town

Our Decorator Mr. Max, Available for your Convenience

**Pat & Jim's**  
WHIRL-INN

Restaurant and  
Cocktail Lounge



645 Rte. 112 Patchogue, N.Y. 11772  
Tel: 475-7755 Closed Mondays

STARTING Feb. 4th and Every Sunday There After

**ISOTOPE STOMPERS**

**DIXIELAND JAZZ**

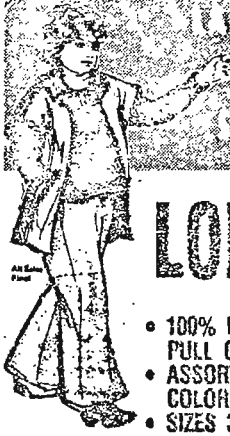
The Finest in Family Dining  
Catering for Parties to 100

**CALL 475-7755**

Live Music for your Dining & Dancing Pleasure Wed. to Sat.

**3 BIG DAYS**  
**THUR. FRI. SAT.**

11th  
12th  
13th



LARGE FASHIONS  
OF DISCOUNTS

SAVE 20% TO 50%

## LONG SKIRTS

• 100% POLY  
• PULL ONS  
• ASSORTED  
• COLORS  
• SIZES 30-43

**\$15** reg. \$22

## 100% POLY BLOUSES

• BIG TOPS  
• SHIRTS  
• ASSORTED  
• STYLES  
• COLORS  
• SIZES 38-52

**\$7.99** reg. \$11.50

## SKIRTS—ASSORTED COLORS & STYLES

SIZES 32-46  
Regularly \$14-\$26

**NOW \$7.99**

WE CARRY LARGE SIZE UNDERGARMENTS

PANTS SIZES 32-46	BLOUSES SIZES 34-52	SKIRTS SIZES 32-46	PANT SUITS SIZES 14 1/2-26 1/2	SWEATERS SIZES 33-46	COATS SIZES 14 1/2-28 1/2
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## Dorothy's Fashions LTD

70 W. MAIN ST.  
PATCHOGUE 475-6435

FOR THE LARGE & LOVELY  
HRS. Mon.-Sat. 10-5:30  
Fri. 10-9 PM  
MasterCard BankAmericard Visa

**SALE**

## GOING OUT OF BUSINESS SALE

SAVINGS OF 25 TO 80%

RUG YARN	1 oz. Pre-cut Orlon Acrylic	REG. 69¢	SALE 4 for \$1
LATCH HOOK RUGS	UP TO	67% OFF	
OMBRE YARN	3 1/2 oz. 4 Ply Mach. Wash/Dry	REG. \$2.10	SALE 88¢
CONTESSA YARN	4 oz. 4 Ply 100% Orlon Acrylic	REG. \$1.39	SALE 79¢
NEEDLEPOINT CREWEL	Open Stock Canvas & Kits UP TO	80% OFF	
SUNSET	Stitchery & Needlepoint	25% OFF	

## DMC NEEDLEPOINT YARN

WOOL REG. 40¢ SALE 10¢ MAT COTTON REG. 45¢ SALE 25¢  
PEARL COTTON REG. 50¢ SALE 29¢

## Village Yarn Barn

65 East Main St., Patchogue N.Y.  
(Near Patchogue Theatre)  
475-6227

Open Mon. thru Sat. 9:30-5:30. Open Sunday 12-5

APPENDIX Q

CONTACTS AND RESOURCES

Advertising:

Art and Design Department  
SUNY at Farmingdale  
Melville Road  
Farmingdale, New York 11735  
Telephone: (516) 420-2000

Mr. Mario Garcia  
Newhouse Communications Center  
215 University Place  
Syracuse, New York 13210

Ms. Marcia Schwen, Co-Publisher and Co-Editor  
Village Times  
185 Route 25A  
Setauket, NY 11733

Arts and Crafts

Bay Area Friends of the Fine Arts  
Ms. Charlotte Price or Ms. Janice North  
Box 16  
Bayport, New York 11705  
Telephone: (516) 589-7343

Bell Street Artists  
Carolyn Marx

Telephone: (516) 286-0123

Brookhaven Council of the Arts  
Hunt Glover, Director  
Brookhaven Town Hall  
20 South Ocean Avenue  
Patchogue, New York 11772  
Telephone: (516) 475-5500

Long Island Crafts Guild  
Jonathon Craig, Vice President

Telephone: (516) 724-7250

Smithtown Arts Council  
Ms. Jackie Beck  
Mills Pond House  
Route 25A  
St. James, New York 11780  
Telephone: (516) 862-6575

APPENDIX Q (Continued)

Rehabilitation and Facade Improvement

Fixing Up Older Houses: Handbook of Exterior Renovations, published by:  
Brookline Planning Department  
City of Brookline  
333 Washington St.  
Brookline, Mass. 02146  
Telephone: (617) 232-9000

Back Bay Residential District and Bay Bay Architectural District, published by:  
Boston Redevelopment Authority  
(contact Marguerite Hilderbrand, (617) 722-4300

Information on rehabilitation and preservation technology:  
Technical Preservation Services Division  
National Park Service  
U.S. Department of the Interior  
Washington, D.C. 20240

APPENDIX R

CONTACT LIST - GOVERNMENTAL FACILITIES

<u>Jurisdictional Unit</u>	<u>Contact</u>
<u>Library:</u>	Ms. Sara Courant, Assistant Director Patchogue-Medford Library 10 Lake Street Patchogue, NY 11772 Phone: 475-0495
<u>School District:</u>	Mr. Robert Hausner Patchogue-Medford School District 241 South Ocean Avenue Patchogue, NY 11772 Phone: 654-4012
<u>Town:</u>	Mr. Phillip Giaramita Brookhaven Town Hall 205 Ocean Avenue Patchogue, NY 11772 Phone: 475-5500, Ext. 217-220
<u>County:</u>	Mr. Alex Ames, Commissioner* Suffolk Co. Department of Buildings & Grounds Veterans Memorial Highway Hauppauge, New York 11787 Phone: 979-2801
<u>State:</u>	Mr. Kerry Dollard Associate Building Space Analyst 39th Floor, Town Building Governor Nelson A. Rockefeller Empire State Plaza Albany, New York 12242 Phone: 518-474-6932
<u>Federal:</u>	Mr. Chris Kramer U.S. General Services Administration 1040 Waverly Avenue Holtsville, NY 11742 Phone: 654-6442

\*or Mr. Robert Ingulli at 979-3227

## APPENDIX S

### PRIORITY LISTING OF TRANSPORTATION PROPOSALS

#### SHORT RANGE

- 1 - Fine-tune existing traffic signal equipment by optimizing signal timing and coordination.
- 2 - Install modern, traffic-responsive signal equipment throughout Main Street.
- 3 - Initiate planning for and provide additional parking in blocks F and J and remove on-street parking along both sides of Ocean Avenue between Main Street and Church Street.
- 4 - Install revised on-street parking spaces utilizing the "tandem" parking configuration.
- 5 - Obtain the direct connection between Lake Street and Maple Street for the diversion of Main Street traffic.
- 6 - Begin acquiring when feasible, the key parcels listed in Appendix B.

#### LONG RANGE

- 1 - Construct a parallel road south of Main Street similar to the northern roadway discussed in the short-range plan.
- 2 - Construct an extension of the NYS Rt. 112 corridor south of Main Street to Baker Street/Division Street.
- 3 - Widen West Avenue from Main Street to Division Street.
- 4 - Provide additional off-street parking commensurate with demand.
- 5 - Refurbish the rear access to commercial buildings from parking areas.
- 6 - Construct a new roadway bordering the eastern edge of the Patchogue River
- 7 - Install modern traffic signal equipment throughout the Village.

REPORT ON ILLEGAL TWO-FAMILY DWELLINGSREQUIREMENTS FOR TEMPORARY SPECIAL PERMIT FOR TWO-FAMILY USE

In order to be granted a temporary special permit for two-family use, the following criteria and requirements must be met:

1. The two-family dwelling must be OWNER-OCCUPIED.
2. The two-family dwelling must have one parking space per dwelling unit (a total of two parking spaces for each two-family dwelling); the parking spaces should be paved, with asphalt, cement or other similar materials.
3. Each unit of the two-family dwelling must have a minimum of 500 habitable square feet. The rental unit of the two family dwelling should be limited to a maximum of two-bedrooms.
4. The special permit for two-family use requires that the dwelling have only one front entrance, all other entrances will be on the side or in the rear of the dwelling. An entrance leading to a foyer with entrances leading from the foyer to the two dwelling units will be acceptable.
5. The two-family dwelling must comply with all requirements for two-family dwellings as per the New York State Building Code and all the laws and housing regulations of the State of New York and the Town of Babylon.
6. The applicant must file with the Building Department:
  - a. two applications
  - b. two sets of plans
  - c. a survey
  - d. an application for the Board
  - e. a fee of \$75 for the special permit (a fee of \$25 for senior citizens over the age of 65)
  - f. an affidavit from the applicant stating that the applicant will carry out all necessary work requested by the Building Division, should the applicant fail to do so the Special Permit will not be granted or will be revoked.

REPORT ON ILLEGAL TWO-FAMILY DWELLINGS

7. Upon approval of the application the owner must then obtain:
  - a. building permit
  - b. rental permit
8. The special permit expires after a maximum of two years or if the house changes legal ownership. The applicant may then reapply for a new temporary special permit for two-family use.
9. The special permit may be revoked by the Town any-time after being granted by the Board for any violations of the Town of Babylon's local law or ordinances or any other applicable governing document.

APPENDIX U

FUNDING SOURCES FOR LOCAL COMMUNITIES  
BY TYPE OF ASSISTANCE\*

Community Planning and Development

code number:

14.218-14.219            Community Development Block Grants programs (A)(B)

14.220                    Housing Rehabilitation Loans (E)

Economic Development

code number:

11.300                    Economic Development-Grants and Loans for Public Works and  
Development Facilities (B.E.) (For major expansion of indus-  
trial and commercial facilities)

11.301                    Economic Development-Business Development Assistance (E.F.)

11-303                    Economic Development-Technical Assistance (B.L.)

11-305                    Economic Development-State and Local Economic Development  
Planning (B) (Can be used to reduce cost of sites)

Energy Conservation

code number:

81.042                    Weatherization Assistance Program for Low-Income Persons

Historic

code number:

15.410                    Historic American Buildings Survey (J,K,L) (For registration  
in National Archives)

15.411                    Historic Preservation Grants-In-Aid (B) (Contact State address  
at conclusion of list)

15.415                    Technical Preservation Services (K,L) (Local government must  
own property)

National Endowment for the Arts  
Grants Office  
Washington,D.C.  
(202) 382-6085/6208

\*Unless otherwise noted, contact local A-95 agency (address provided at conclusion  
of list) for further information.

APPENDIX U (Continued)

New York State Council on the Arts  
80 Centre Street  
New York, NY 10013  
(212) 488-5222

Housing

code number:

14.103-14.106 Interest reduction programs (C.F.) (Only rental or cooperative programs)

14.146-14.147;

14.156;14.158

Low Income Housing Programs

14.149

Rent Supplements-Rental Housing for Low Income Families (C)

14.157

Housing for Elderly and Handicapped (E)

Small Business

code number:

59.012

Small Business Loans (E,F)

59.003

Economic Opportunity Loans for Small Businesses (E,F,K)

59.005

Management Assistance to Small Businesses

Transportation

code number:

20.205

Highway Research, Planning and Construction (A,B)  
Federal Aid Urban System (FAUS) Funding- Funds for roadway and traffic control improvements on the Federal Aid Highway System (generally major State, County, and local roads).  
75% Federal funds  
20% State funds  
5% local funds

20.500-20.501

Urban Mass Transportation Capital Improvement Grants (B) and Loans (E)  
Mass Transportation Funds (buses and ancillary equipment)  
Federal - Capital 80% Federal  
(0-10% local) (20-10% State)  
Operating 50% Federal  
(share pro-rated between local and overall County bus operations)  
State-Operating-formula amounts based upon mileage and passengers.

Safer Off-System (SOS) Roads Program-  
Funds for moderate cost roadway and traffic control improvements off the Federal Aid Highway System (local roads).  
75% Federal funds  
20% State funds  
5% local funds

APPENDIX U (Continued)

Bikeways

Planning: FHWA/UMTA Programs of Bicycle Planning  
Clean Water Act Amendments of 1977, (P.L. 95-217),  
Section 210(g)(6)

Construction: Federal Aid Highway Act of 1976 (P.L. 94-280)  
Community Development Block Grant, Section 105(1)  
and (2) of C.D. Act of 1974 (P.L. 93-383)  
Surface Transportation Act of 1978

Safety: Highway Safety Act of 1966, Section 402 (P.L. 89-564)  
Title IV of Elementary and Secondary Education Act  
of 1974 (P.L. 93-380), Section (c)

Recreational Use: Land and Water Conservation Fund Act of 1965  
(P.L. 88-578) and National Trails System Act of  
1968 (P.L. 90-543)

Energy Conservation: Energy Research Development Appropriation for  
FY 1977 (P.L. 95-39), Section 112

Contacts for Additional Information:

Ann Sielman  
A-95 Administrator  
Long Island Regional Planning Board  
H. Lee Dennison Building  
Veterans Memorial Highway  
Hauppauge, New York 11787  
Telephone: (516) 979-2934-35

State Clearinghouse for Federal/State/Private Assistance to Local Governments  
New York State Department of State  
162 Washington Avenue  
Albany, New York 12231  
Attention: Ms. Lorraine Mack  
Administrative Aide-Budgeting